

BIENNIAL REPORT

OF THE

Board of

State Harbor Commissioners

FOR THE

**Fiscal Years Commencing July 1, 1910, and Ending
June 30, 1912**

COMMISSIONERS

J. J. Uwyer, President T. S. Williams John H. McCallum



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SACRAMENTO, CALIFORNIA

1913

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BOARD OF STATE HARBOR COMMISSIONERS

J. J. DWYER, *President* - - - - - Commissioner.

T. S. WILLIAMS, - - - - - Commissioner.

JOHN H. McCALLUM, - - - - - Commissioner.

LEO V. MERLE, JR., - - - - - Secretary.

JAMES BYRNE, JR., - - - - - Assistant Secretary.

A. V. SAPH, - - - - - Assistant State Engineer.

DANIEL A. RYAN, - - - - - Attorney.

OFFICE:

UNION DEPOT AND FERRY HOUSE

SAN FRANCISCO, CALIFORNIA

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BIENNIAL REPORT

OF THE

State Board of Harbor Commissioners.

SAN FRANCISCO, CALIFORNIA, November 1, 1912.

*To His Excellency, Hon. HIRAM W. JOHNSON,
Governor of the State of California.*

SIR:

As required by law, the Board of State Harbor Commissioners for the harbor of San Francisco herewith respectfully submits its biennial report for the fiscal year commencing July 1, 1910, and ending June 30, 1912, embracing a full report of all moneys by them received and disbursed, describing the improvements made or under way, and the general condition of the harbor property.

We have the honor to be,

Yours very respectfully,

J. J. DWYER, President.

T. S. WILLIAMS,

JOHN H. MCCALLUM,

Board of State Harbor Commissioners.



View of San Francisco Bay, looking northeast, showing Alcatraz Island, where is located the United States Military Prison.

INTRODUCTION.

Personnel.

The present Board of State Harbor Commissioners consists of the following commissioners:

John Joseph Dwyer, president; Thomas S. Williams and John H. McCallum, all residents of San Francisco.

Changes in the Board.

Since the last biennial report the following changes in the personnel of the Board have occurred, all the new appointments to the commission having been made by His Excellency, Hon. Hiram W. Johnson, Governor of the State of California, to wit:

George M. Hill, vice Walter E. Dennison, appointed January 7, 1911; died July 10, 1912.

Marshall Hale, vice W. V. Stafford, appointed March 17, 1911, elected President March 23, 1911; resigned from Board July 25, 1911.

John Joseph Dwyer, vice Philip S. Teller, appointed March 17, 1911; elected President July 27, 1911.

Thomas S. Williams, vice Marshall Hale, appointed July 25, 1911.

John H. McCallum, vice George M. Hill, appointed July 30, 1912.

Jurisdiction.

The only harbor under the jurisdiction of the Board of State Harbor Commissioners is that portion of the water front on the bay of San Francisco around the city and county of San Francisco, from Taylor street on the north, thence around the bay front to the boundary line between San Francisco and the county of San Mateo. This report deals only with the commerce, construction, maintenance and operation of this water front. On the other side of the bay, at Oakland, Richmond and elsewhere, local bodies administer their respective harbor facilities.

The statistics and other data refer alone to the State property along the San Francisco water front, consisting of the seawall, the seawall lots behind the same, created by the reclamation of tide lands, the Embarcadero, formerly called East street, and other water front streets, the belt railroad, tugs and dredgers, and all the piers and wharves in the city and county of San Francisco, except those belonging to the Federal Government at the Presidio and Fort Mason, and some other few on private property.

Towage and Pilotage.

The charges for towage and pilotage from the Pacific Ocean into San Francisco Bay are in no degree under the jurisdiction of the Harbor Board, but are governed by other bodies.

Public Ownership and Operation.

Unlike most of the leading seaports of the United States, San Francisco enjoys the advantage of a harbor front that is owned and operated by the public. The title of the property is in the State of California, and harbor affairs are administered by a board of three harbor commissioners, appointed by the Governor of the State and holding office during his pleasure.

The Harbor Self-Supporting.

Under the law, the harbor has been self-supporting since its inception. All the cost of construction and maintenance of seawalls, buildings, wharves, etc., as well as all the operating expenses, are paid out of harbor receipts. These are derived from charges imposed upon shipping cargoes, in the form of rents, tolls, dockage, and wharfage for the use of the wharves; switching charges on the belt railroad; from the rental privileges of the seawall lots and of the ferry and other buildings and for the use of the ferry slips; and other lesser sources. San Francisco harbor thus pays its own way, not a dollar coming out of the public treasury or taxes.

The advantage of public ownership to the shipping interests is shown by the provision of the law that harbor charges must not exceed the amount necessary to meet operating, repair and construction expenses. Aliens and citizens are treated on equal terms. It is estimated that if the present San Francisco harbor front and facilities were owned and operated by private interests they would be capitalized at least for the sum of \$250,000,000 and handsome returns could easily be made on that figure.

Needs and Extent of San Francisco Harbor.

“The demand of a continuation of the work of development along the lines followed during the past three years is imperative. While all of the new docks completed in recent years are of the best and most durable and convenient type, there remain many old wooden docks, costing large sums to keep in repair, and even with the best care not likely to survive much longer. Furthermore, the commerce of the port of San Francisco is steadily increasing with acceleration that will become greater and greater with the opening of the Panama Canal and the inevitable growth of trade in the Pacific Ocean. San Francisco possesses all of the prime requisites of a great seaport except ample docking facilities. The port is spacious, it is well defended, it is admirably sheltered against severe storms, its extreme tidal range is only about 8 feet and the mean less than 5 feet, it offers excellent anchorage in moderate depth of water, with fine holding ground, and, in a word, it is ideal as far as natural conditions are concerned. It is the terminal point of three great transcontinental railroads, and has at its gates a vast, rich, and growing hinterland. All it needs is betterment of its docking system.

The water front line of San Francisco, under the jurisdiction of the Board of State Harbor Commissioners, is approximately eight miles in length. On June 30, 1910, there were in existence along this line 11,700.5 feet of completed seawall, 30 piers, and 23 seawall lots, which lots, together with the land owned by the State around Central Basin, have a total area of 1,104,275 square feet, or 25.3 acres.

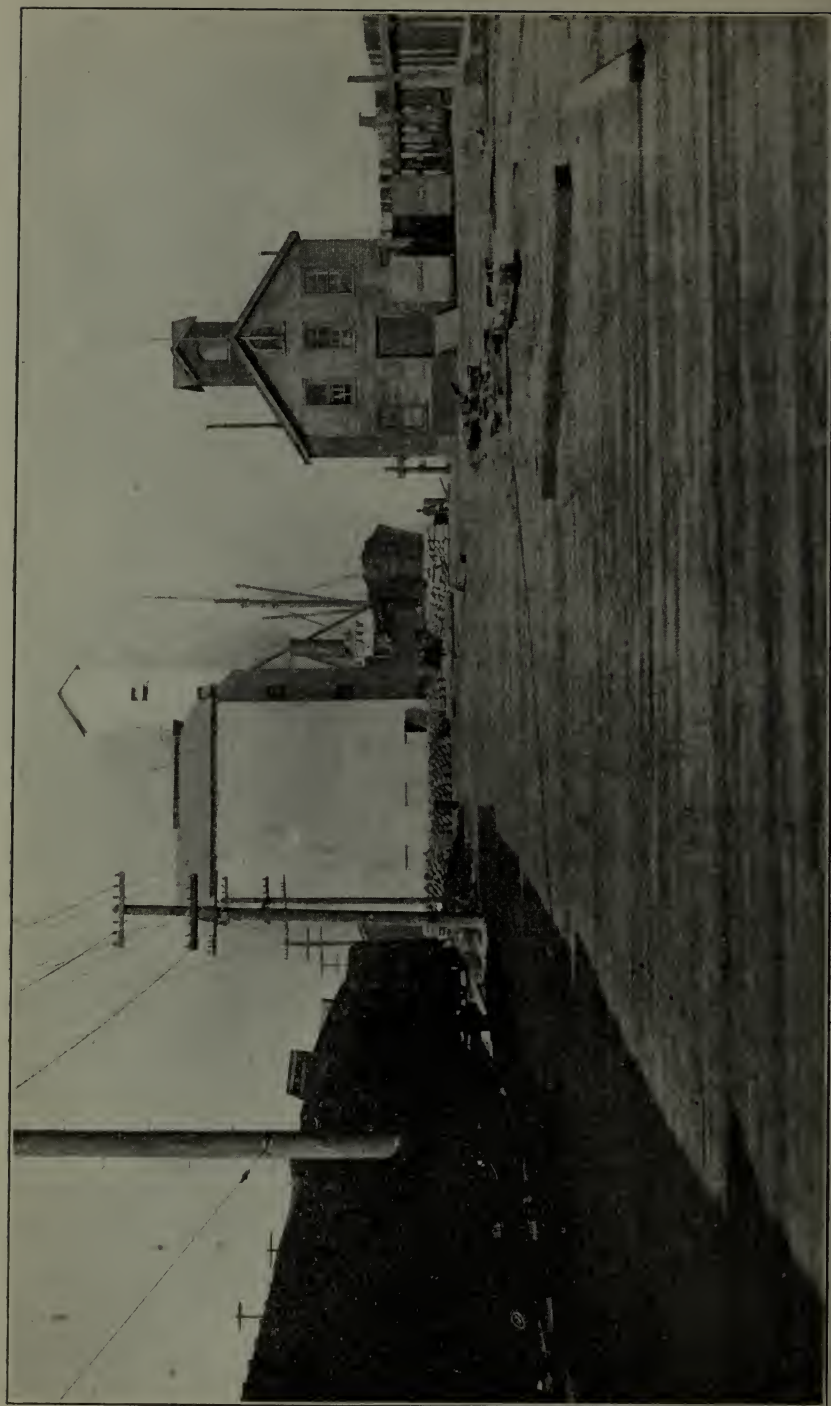
The piers and bulkhead wharves offer about five miles of berth space at the present time. If the water front were developed for its entire length from Taylor street to the San Mateo County line, with piers 210 feet wide and 800 feet long, having a space between them 250 feet wide, the entire length of the contours of the piers and bulkheads would be 193,640 feet, or 36.6 miles. If the piers were 140 feet in width and 800 feet long, with 220 feet space between them, there would be a total length of contour of 235,200 feet, or 44.5 miles. There would be 94 of the larger piers and 120 of the smaller ones. These calculations do not include any space in Channel street, in Central or India basins or Islais Creek.

It is thus seen that the dock facilities of San Francisco may be expanded enormously, with ease.

By the construction of a new seawall and the reclamation of the land between it and the previously existing city front, the property of the State is greatly increased. From the new seawall lots created, large revenues are derived, for these lots are located in a part of the city where real estate is ever in demand and tenants never lacking. The lots already created have been let at good rentals, many of them for long periods, provision having been made for regular increases in rates every five years, to conform with the future increase of valuations with the growth of the city." (Biennial Report of 1910.)

In addition to the report of the Board, there are submitted herewith the following departmental reports: The reports of the Chief Engineer, of the Attorney, of the Superintendent of the Belt Railroad, and of the Secretary. The report of the Secretary contains tables giving the receipts and disbursements of the Board for the biennial period, and also from the year 1863 (in which the Board was created) to June 30, 1912; the status of the San Francisco Harbor Improvement, San Francisco Seawall, Second San Francisco Seawall, and San Francisco Depot Funds (the latter now closed), with payments made to and from them; the state of the Deferred Payment Draft Account (now closed); the operation of the Belt Railroad; the extent and cost of completed seawall; the contract work completed since June 30, 1910, and that under way June 30, 1912; the revenues and rentals from seawall lots and other State property; the amount and cost of dredging from June 30, 1875, to June 30, 1912; statistics of vessels of every kind using the State wharves of San Francisco; the amount of freight handled over the State wharves.

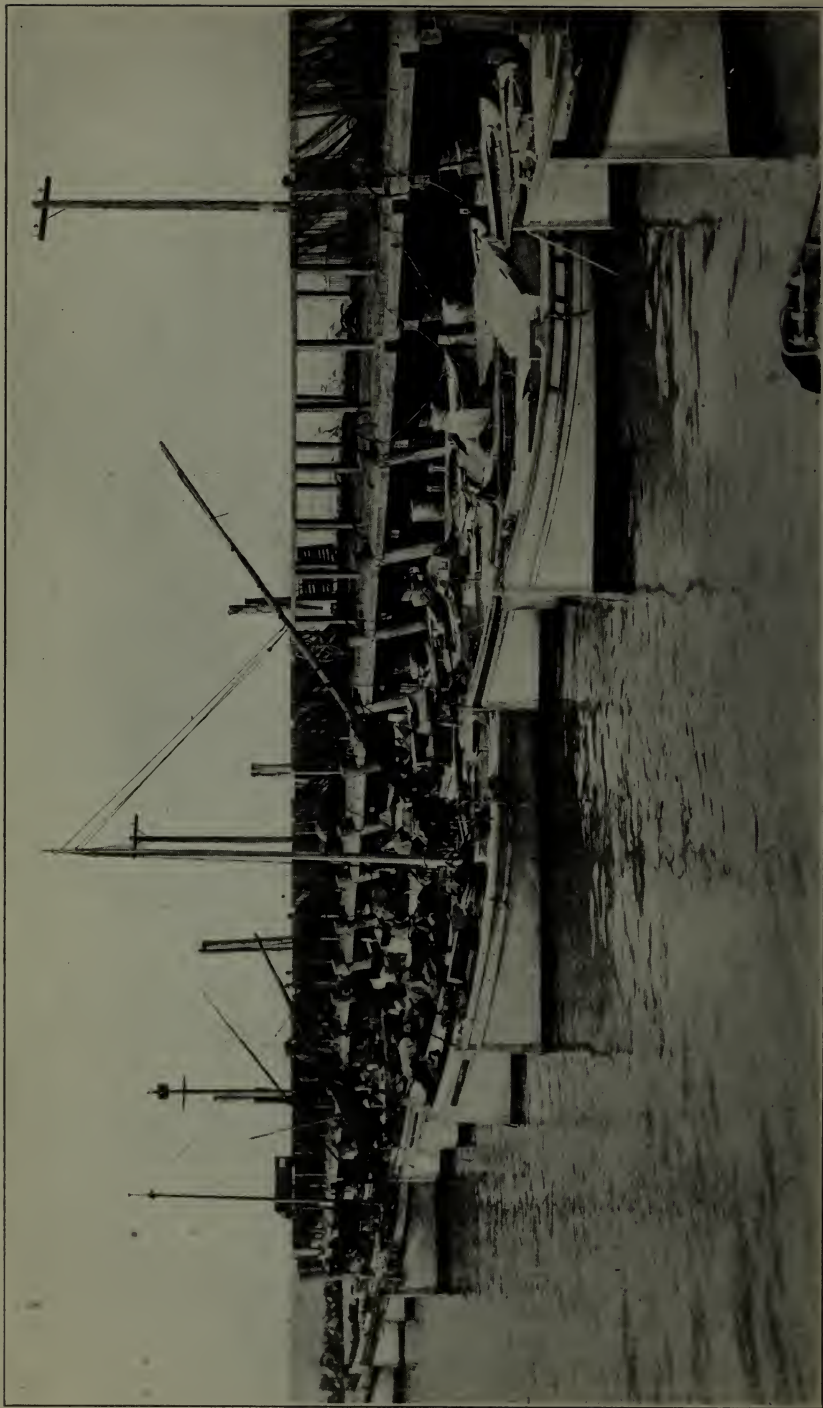
In the shipping statistics, vessels are credited with net tonnage throughout, not with gross tonnage, as in some statistical shipping reports.



Grain elevator at Section 3 of the seawall.

PART I.

REPORT OF THE BOARD.



Fisherman Wharf, showing the fish boats at anchor in the lagoon.

General Condition of the State Water Front Property of San Francisco and its Administration.

Development of Docking and Transporting Facilities.

During the past two years the work of developing and improving docking facilities and the belt railroad along the water front of San Francisco, and otherwise improving the harbor, has been pushed with all the energy at command, under the stimulus, not only of the normal increase in the business of the port, but, especially, in the endeavor to prepare for the great increase of trade that will certainly follow the completion of the Panama Canal.

Means for such new and additional work have been furnished by a State bond issue of nine million dollars.

An outline of the work done, or planned, or contemplated, is summarized below, and engineering data will be found in the report of the Engineer of the Board.

Change of State Administration.

The present Governor of the State of California, Hon. Hiram W. Johnson, took office in January, 1911. He was nominated under the operation of the new direct primary law and the cardinal plank of his pre-election campaign, both for nomination and election, was his promise to destroy the illegitimate influences of the Southern Pacific Company in California politics.

Nowhere in the administrative branch of the state government was the malign influence of that dominating corporation more conspicuously illustrated than in the condition and management of the San Francisco harbor. For over forty years, with infrequent intervals, not long enough to effect much of a reform, the Southern Pacific practically owned and operated the water front, and used it as a piece of private business property, for the advancement of its own political and business interests.

Southern Pacific Interest and the Public Interest Opposed.

The evils of such a monopoly could not be set out in the limits at our command, though few things could be of more vital interest to the material advancement of the people of the State than a full knowledge and appreciation of the blighting effect of the control of the harbor and commerce of San Francisco Bay, which is the greatest single asset owned or possessed by the State of California, by a gigantic railroad system, which had a direct interest in the cramping and dwarfing of harbor development.



DRIVING CONCRETE PILES IN SLIP 3

Renewing apron foundations under Slip No. 3, Ferry building, with concrete piles.

Water transportation, with its free highways, is the one great natural check upon railroad extortion, and in a State like California, with an extensive seacoast on the greatest of oceans, and large navigable rivers ramifying throughout its interior, the improvement and development of its water transportation facilities is of the highest material benefit to all the inhabitants, both directly in the use of the water system and indirectly as a check and corrective of railroad abuses.

Southern Pacific Restraint.

The effect on the harbor of such control is shown in its present backward condition on the eve of the opening of the Panama Canal. The present Board is trying to do in three years what should have been prepared for in ten, in the way of new wharves and other facilities. Not only many additional piers are needed, but about two thirds of the existing twenty-six piers will have to be pulled out and replaced, as fast as the needs of the growing commerce will permit. In the meantime, pending new construction, the old tottering and rotten wharves must be kept together by frequent and costly repairs in order to supply present demands. Marine borers and the lapse of time, of course, are the direct cause of the dilapidated condition of the nine wholly wooden piers of ancient date, but the failure to replace them long ago is due to the Southern Pacific cramping process, exercised through its control of the state government.

Effects of Railroad Control Summarized.

The evil effects of Southern Pacific control may be thus summarized:

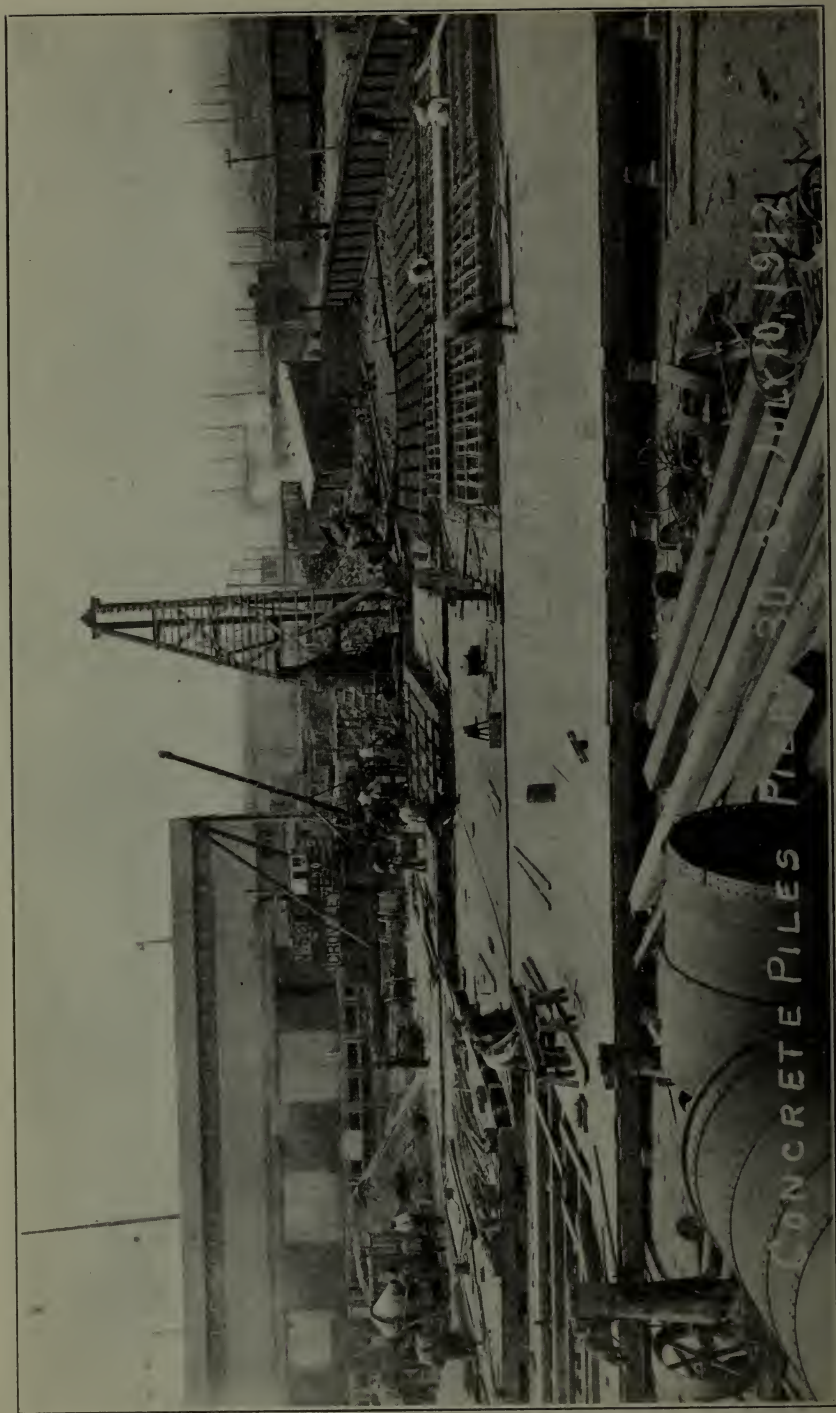
1. A sustained policy of minimizing harbor improvement and development, through both legislative and administrative action.
2. The habitual appointment of harbor employees, especially of the higher grades, from political retainers, very frequently of delegates to State conventions, who secured their positions in the harbor employ in exchange for their convention votes. The substitution of the direct primary for the convention system in nomination to public office largely destroys this possible source of evil for the future.
3. Gross favoritism to itself and its allied corporations in harbor and ferry privileges, of which a clear illustration will be shown hereinafter.

Policy of the Board.

Appointed under such auspices, the present Harbor Board felt it to be its imperative duty to carry out the State administration policy of uprooting Southern Pacific control, with entire fairness but thoroughly and faithfully.

Discharge of Employees.

Obviously the quickest method of removing Southern Pacific influence from harbor affairs was to discharge such employees, especially



Construction of Piers 30 and 32, showing concrete piles used in the substructure.

those at the heads of departments, as owed their positions, and therefore paid their allegiance, to the Southern Pacific "machine." And this has been done, with gratifying improvement in the personnel of the force and the conduct of the harbor business.

Not all the employees were of this class, but many of the most important were, and such were discharged. Devotion to public interests has thus been substituted for responsiveness to private interests.

Civil Service Reform.

The Board is strongly in favor of the enactment of a law applying civil service reform rules to the entire harbor working force, a very few of the higher positions, possibly, excepted. The harbor business is of tremendous importance to the material interests of all the inhabitants of the State, and with the completion of the Panama Canal will increase in importance with great rapidity. The harbor force should be organized, selected, and operated on business principles under the merit system, and utterly in disregard of politics.

Salary of Engineer.

The law limits the salary of the engineer, who under the law, is an assistant State Engineer, assigned exclusively to San Francisco harbor work, to \$3,000 per year. This is ridiculously low, considering the great extent and difficulty of the work exacted. The engineer will have exclusive charge of the planning and construction of nine million dollars' worth of new wharves, belt railroad and other improvements within the next two years. To plan and build good wharves of the size and construction employed on this front, in water, much of it, seventy-five feet deep, requires engineering ability of the highest technical education, training and experience, and is surely worthy of much greater compensation.

New Wharves and Piers Under Construction.

Five new piers and bulkhead wharves, adjacent or between them, have been planned and contracted for and the work started under the present Board, to wit:

1. Pier No. 17, at the foot of Union street, 800 feet long, 126 feet wide; contract price, \$263,400; contractors, Healy & Tibbitts Construction Company.

2. Pier No. 30, at the foot of Spear street, 720 feet long, 200 feet wide;

3. Pier No. 32, near the foot of Main street, 807 feet long, 200 feet wide;

Piers No. 30 and No. 32, were let in one contract to Pacific Wakefield Company for \$975,981, as they have a connecting bulkhead wharf; all designed especially to suit the convenience of a large ocean steamship company, which will take both wharves.

4. Pier No. 26, at the foot of Steuart street, 771 feet long, 200 feet wide; contract price, \$517,650; contractors, Grant Smith & Company.



State dredger at work at Pier No. 40.

5. Pier No. 28, near the foot of Spear street, 677 feet long, 150 feet wide; contract price, \$358,400; contractors, San Francisco Bridge Company.

New and Additional Piers Being Planned.

In addition to the foregoing, the Engineer in pursuance of the Board's direction, is preparing plans and specifications for the following:

1. Seven additional piers, to be numbered from 29 to 41, and two new freight ferry-slips, together with the connecting bulkhead-wharves and seawall, in the long neglected North Beach district, extending from Lombard street to Powell street. These are in a forward state of preparation and it is expected that contracts on the same will all be let within the next three months. The designs have already been approved, and introduce a new feature by inclining the piers at an angle to the seawall. Four of these intended for freighters, will be 200 feet wide, and three intended for passenger ships, will be 140 feet wide.

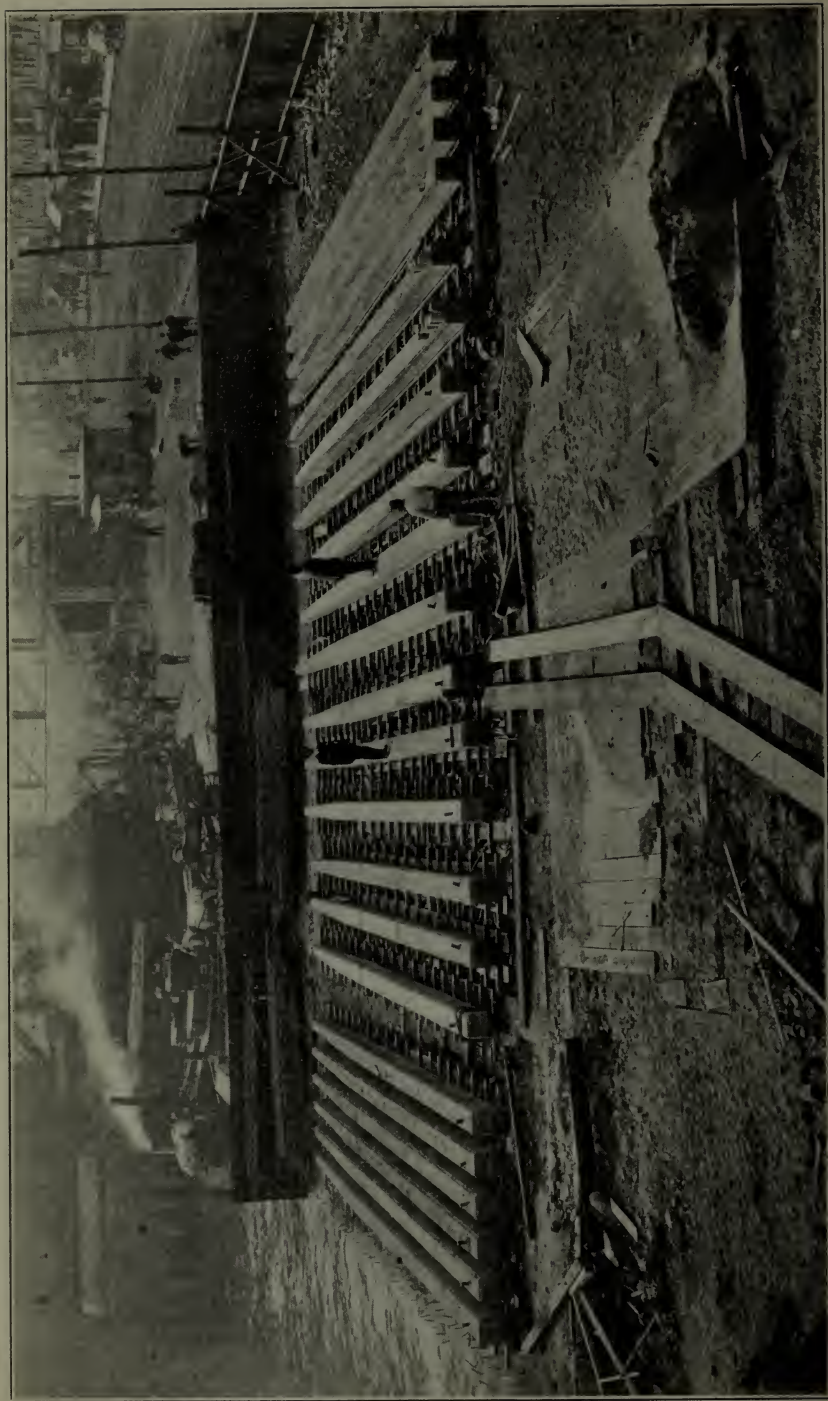
The United States Government has placed the pier-head line at a distance of 800 feet from the seawall, beyond which pier construction is prohibited. The effect of inclining the piers at an oblique angle to the seawall will be to permit of piers ten and eleven hundred feet long, needed for the accommodation of mammoth ocean-liners, and also, it is believed, by a fan-shaped arrangement of the ends, will make navigation on this long curve of the harbor line easier and safer.

2. An additional pier just north of the entrance to the Channel street inlet, to be known as pier No. 46,—200 feet wide and 800 feet long.

3. Four additional piers, to project from the seawall along the China Basin lease to the Santa Fe Railroad Company. Under the terms of that lease, whenever a continuous seawall is erected from the Ferry Building at the foot of Market street to Channel street, the State thereupon becomes entitled, as a right of way and thoroughfare, to a strip 100 feet wide along the bay front of the China Basin leasehold, and to other incidents, and only upon the completion of such continuous seawall is the Board authorized to construct piers from this portion of the shore line. When this Board took office, such continuous seawall had been constructed except the sections hereinafter indicated.

4. Seven new piers, to replace the present wholly wooden piers known as piers Nos. 5, 15, 11, 6, 8, 14, 16. These piers are rapidly falling to pieces, due to age and the action of the teredo and limnoria, very destructive marine borers. They must, however, be kept in commission and necessary repairs made, in order to serve the present demands of commerce until some of the additional new piers are built, when the former will be successively eliminated.

The other two existing wooden piers, No. 3, at the foot of Clay street and No. 4 at the foot of Mission street, will soon be pulled out to make room for projected new passenger ferryboat slips.



Concrete piles for Pier No. 17, showing piles ready for driving.

Additional New Piers, When To Be Completed.

All the five new piers, now under course of construction will be completed, it is estimated, by the end of 1913.

All of the seven new piers to be located between Lombard and Powell streets, will be completed, it is estimated, by the end of 1914.

These twelve will increase the existing wharf area of San Francisco to the extent of about 112 per cent.

Some of the others will also be completed in 1914, and most, if not all of the remainder, it is hoped before 1915.

Additional Ferry Slips Planned.

The trans-bay passenger traffic has increased so enormously during the past six years that the present seven ferryboat slips at the foot of Market street are inadequate to meet the demands put upon them. Consequently, five new slips have been planned, three to the south, and two to the north of the present system. Contracts for the same will be let within a few months. Slip No. 7 will be rebuilt and put on a line with the others.

Additions to the Union Depot and Ferry Building.

To serve the increased ferry traffic and the new proposed slips, wings to the north and the south ends of the present Ferry Building at the foot of Market street have been projected and are now being planned. Such wings were on the original design of the building, when erected some years ago, but were omitted because the funds available were then insufficient. The wings will follow the lines of the present structure and be of the same material, Colusa sandstone.

New Seawall.

The gap in the seawall between piers Nos. 32 and 34, has been filled in the course of building the former pier.

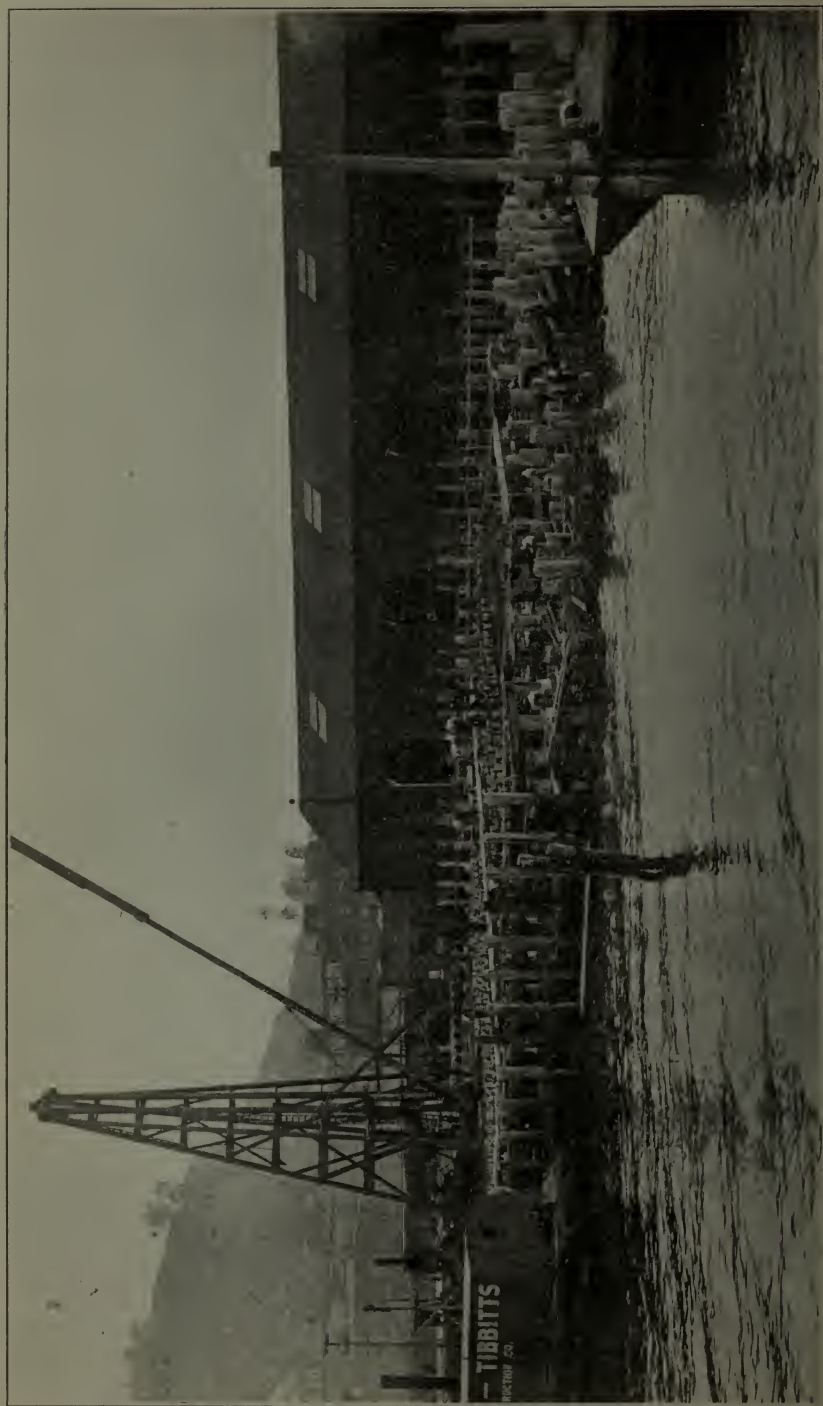
The sections of seawall necessary to fill up the gap between Mission street and Harrison street have been planned and the contracts will be let within the next two months.

When this has been done, the Board will be in a position to avail itself of its rights to the China Basin water front, elsewhere alluded to.

Belt Railroad.

A very valuable part of the harbor system is the belt railroad located just behind the seawall and intended to connect the wharves and, by spur tracks, serve also warehouses, wholesale merchants and others in the port districts. All spur track permits, as they apply to city streets, fall under the jurisdiction of the city authorities, but the construction, maintenance and operation of the belt railroad along the water front are wholly under the jurisdiction of this Board.

The belt railroad is intended to do all the switching and transferring of cars on the water front. The State owns the locomotives, but not the cars, which belong to the respective railroad companies.



View of construction of substructure of Pier No. 17, Union Street Wharf No. 1.

A Continuous Belt Road Around Harbor Point Planned and Under Construction.

When this Board took office there were two entirely disconnected divisions of the belt road, one north of Market street running from Mason street to Jackson street, the other south of Market street, running from Harrison to Second street. The desirability of connecting the two divisions by a connecting link across Market street was soon seen to be imperative.

When it is desired to transfer a car of merchandise from one division to the other, because consigned to a merchant, or to be shipped to the other division to sea, or upon the inland waters of the State, it is necessary to switch the car onto the belt railroad in one division, then load it on a freight ferryboat, operated by the Southern Pacific Company, upon which it is carried around the bay front, then land it on the belt road in the other division and thence to its destination.

This, manifestly, is a laborious, time-consuming, vexatious and costly operation. For this ferryboat service the Southern Pacific charges from a minimum of \$11.00 up to a maximum of about \$15.00 per car.

When the connection is completed between the two divisions of the belt line, the Harbor Commissioners will be able to perform this entire operation as one railroad haul, thus eliminating entirely the transfer by ferryboat and its cost, and with extra switching charges by the State of only \$2.50 over the present charge of \$2.50 per car.

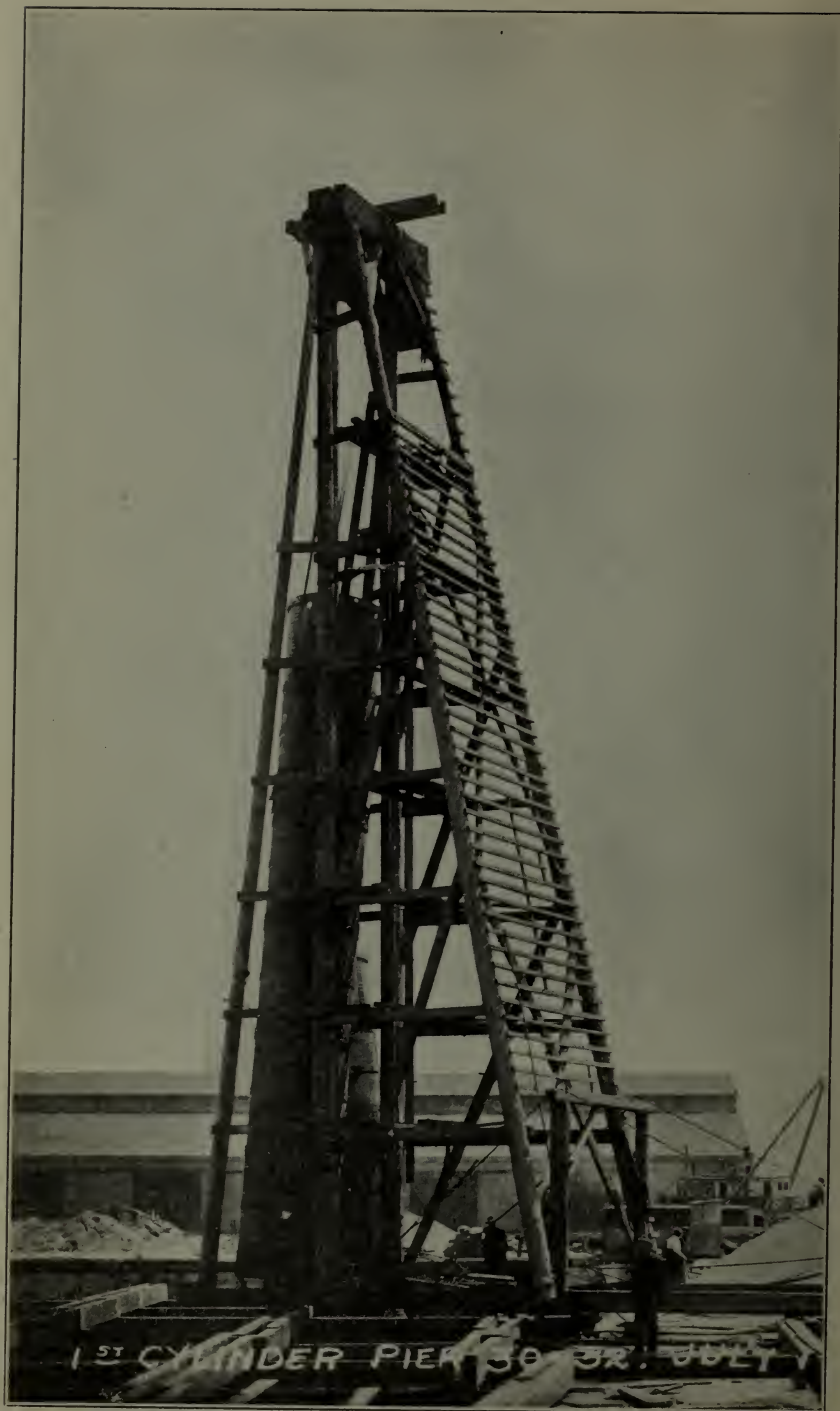
The connecting link across Market street, discussed for many years and long demanded by the shipping interests, is now under construction and will be completed and in operation inside of three months from the present time.

In past years the construction of such a link was frequently agitated and then abandoned, sometimes the argument used being that the cost was prohibitive, because of the asserted necessity of overhead or subway construction, in order to avoid the street railways using the water front street. But by the simple expedient of moving the street-railway terminals a few feet further west the Board's engineer has been enabled to effect this connection on the surface of the street, placing the belt line track entirely on the bay, or water, side of all the street railway streets, intersecting none of them, and thus absolutely obviating the danger of a collision between the street cars and the belt line. The cost of the connection will be extremely moderate, not over \$50,000.

The crossing of the busy Market street by the belt line trains will be done in the small hours of the night, without danger or interference to city traffic.

Bringing Ship and Rail Together.

Few harbor improvements are more sought by all ports than the bringing of ship and railroad spur close together, so as to promote despatch and cheapness in handling cargo. In pursuance of this modern



First cylinder pier ready for driving in construction of Piers 30 and 32, to be constructed at a cost of \$1,250,000.

trend, the belt railroad has been made a subject of urgent development by the Board.

Spur tracks connecting with the State main line and the various company yards have been included in the plans of all the new piers, and it is the intention to run them on all the existing piers wide enough to hold them. When not wide enough, the piers will be widened for this purpose, where the width of water-slips permits.

Three of the existing wharves, Nos. 9, 11 and 12, have been widened by the Board within the past year, and the belt railroad runs on to them, with most gratifying results to the users of the wharves and a great increase in business to the port.

Changes in Harbor Revenue Schedules.

The most important changes in the revenue schedules made since the induction of the present Board into office are the following:

First—Wharf rentals to the shippers have been reduced by a uniform cut of ten per cent, that is to say, from fifty to forty-five cents per lineal foot per month.

Second—A large increase has been made in rentals for space in the Union Depot and Ferry Building, and its approaches, principally among the transportation and express companies and street railways.

Increase in Rentals in Union Depot and Ferry Building.

On taking office, the Board, not being satisfied that the occupants and tenants of the Union Depot and Ferry Building, especially the railroad, ferry, and express companies using the same, were bearing their fair share of the harbor financial burdens, determined upon a re-appraisalment of the rental values of the spaces and privileges enjoyed.

Since under the law all harbor revenues go into one common fund, called the "San Francisco Harbor Improvement Fund," and must be paid out to maintain, operate and improve harbor facilities, it is manifest that if one class of harbor patrons, such as tenants of the Ferry Building, are charged too little for the space or privilege enjoyed, then other classes, such as the general shipping interests, must make up the deficiency and are thus compelled to pay more than their just proportionate share of harbor expenses.

It is, undoubtedly, an operation requiring great care and judgment to distribute harbor charges and burdens equally and fairly among all the many various classes of harbor patrons, consistently with the fundamental theory of the law that the harbor is intended primarily for the use and benefit of the shipping interests.

In the last biennial report (page 24), it is stated to have been the policy of the Board, "to increase and equalize the revenues from all sources other than charges for tolls, dockage and wharfage, so as to afford the greatest practicable relief to shipping, *which has heretofore borne an undue share of the burdens of the port.*"

The present Board, pursuing the same policy of equalization and impelled by a widespread feeling among shipping men that great in-

equalities still existed, due to the long continued and deep-rooted favoritism shown to the Southern Pacific Company and its allied interests, and desiring to establish the new schedule upon a basis absolutely free from any possible charge of bias or prejudice, decided to appoint a Commission of three expert real estate men to appraise the land, buildings and privileges of the Union Depot and Ferry Building, and to consider and report a schedule of rents for all the tenants of every kind, including transportation companies, express companies, merchants and all others occupying space in the Ferry Building and approaches, and, likewise, to appraise the privilege of using the Embarcadero by the United Railroads Company for its city street car tracks.

The Commission appointed consisted of Messrs. O. D. Baldwin, Dewey Coffin and John H. Speck, all of whom stand high in the business community of San Francisco for probity and expert knowledge in the real estate business. These gentlemen submitted a report dated August 23, 1911, appraising values and fixing rents, which was unanimously adopted and put in operation by the Board of State Harbor Commissioners without change or modification in any respect.

The principal changes in rents effected by this action were the following:

Tenants.	Former rental per month.	New rental per month.	Increase per month.
Southern Pacific -----	\$3,976 65	\$7,308 84	\$3,332 19
Northwestern Pacific, Santa Fe, and Western Pacific, jointly-----	2,781 20	5,600 37	2,819 17
Key Route -----	944 13	1,901 39	957 26
Wells Fargo & Co. Express-----	1,069 16	3,940 64	2,871 48
United Railroads, use of East street, now called the "Embarcadero"-----	250 00	1,000 00	750 00
Seven ferry slips and appurtenances----	Nothing	3,500 00	3,500 00

Increase in Rents Made Repairs Possible.

The increase, under the new schedule of rents, was, in round numbers, \$137,500 per annum, and has been a controlling factor in enabling the Board to embark upon an extensive and very necessary campaign of repairs to the many dilapidated wharves, and for the extension and improvement of the belt railroad and the purchase of additional equipment.

Increase in Pay Roll.

The number of employees has been largely increased, due to the absolute necessity of extensive repairs to wharves, piers, buildings and equipment, and to the improvement and enlargement of harbor facilities.

More work means, of course, more pay roll. No proper comparison can be made between the pay rolls of successive boards unless the amount and character of the work done and the operations conducted are taken into consideration. The pay roll, it must be remembered, comes out of the harbor revenues, not out of the public treasury or taxes in any degree.

The increases in the number of employees worthy of remark are in the following departments:

First—In the Engineering Department, more assistants, draughtsmen and inspectors were demanded to prepare the plans and specifications and supervise the work of building the many new and additional piers, wharves, seawall, and other constructions. Where formerly there were two engineering draughtsmen employed, according to the last Blue Book, 1909, there are now twenty. It has been an earnest endeavor of the Board in selecting inspectors to secure men of engineering education and experience as far as possible, because it is in a large degree due to bad or incompetent inspection of contract work that much of the defective work of the past has occurred.

Second—In the Construction and Repair Department, more mechanics and laborers of various classes were employed to keep up and maintain the old and decaying piers until their places may be taken by new constructions. A principal item has been pile-drivings, as many as nine machines having been employed at times, each with a crew of from nine to twelve men. The former Board did all such work by contract. The present Board has purchased and operates four pile-driving plants, continuously, and occasionally hires others, in press of work.

Third—There has been a large increase in the construction, operating and shop force of the belt railroad, due to extensive additions of track, plant and equipment, and to increased business.

Two new locomotives have been purchased and a third has been ordered. The railroad is operating five locomotives; this of course, entails more crews.

Fourth—The force of electricians has been increased from five to nine, due to large additions to the system. A complete new electric lighting system, with handsome electroliers, has been installed along the Embarcadero, which is now one of the best lighted sections of San Francisco.

It is not generally known that the Harbor Commissioners must construct, maintain, clean, and light the wide thoroughfare around the harbor front, now called the "Embarcadero," formerly East street. It is cleaned by contract, and kept in repair by the State force.

Other Departments.

The changes in the number of employees of the other departments, wharfinger office, dredging and sweeping, are inconsequential.

The number of wharfingers and collectors has not been increased, notwithstanding increased business.

New Testing Department.

The Board has added a new testing department, where cement and other materials are tested by its own chemical and mechanical expert. As the Board purchases and furnishes to contractors all cement used, amounting to about \$475,000 per annum, the importance of accurate and reliable testing becomes apparent.

Day Work in Repairs and Extensions.

The Board, on recommendation of its engineering department, has substituted the day-labor system in place of the contract system in many classes of repair and other work, with the result, according to the engineering department, of much better and cheaper work.

The Board's own force has also done much new and additional work, with its own appliances, such as the widening of piers Nos. 9 and 11, and the running of the belt railroad on both piers, also trestle work and track-laying for the railroad.

The pay for day work, of course, appears in the pay roll, whereas the work thus done by the State's own force, which was done under previous Boards by the contract system, did not figure in their pay roll accounts, but appeared under the head of contracts.

This difference in system in the instances alluded to is largely responsible for the increased size of present, as compared with past, pay rolls.

Ferry Slips Repaired.

A notable innovation in the repairs of the supports of the ferry-slip aprons, made by our own force, was the preparation and curing on land of reinforced concrete piles about 66 feet long and 16 inches square, tapering to 10 inches by 10 inches, and then driving them into the thick mud formation, so hard as sometimes to require the combined action of steam hammer and jetting to place them in position.

This is the first instance of the kind employed in this harbor and has excited much engineering interest. Thus far the result of the innovation has been satisfactory.

Increase in Width of Piers.

A radical departure in the width of piers, in compliance with the insistent demand of the larger shipping interests, has been inaugurated by the Board. Three of the five new wharves already in construction are to be 200 feet wide. Others are to follow of the same width.

A few of the wharves constructed in recent years were made 140 feet wide. The older ones were mostly from 80 to 100 feet wide. Piers 200 feet wide will permit of operating the wharves, with steamers on both sides simultaneously, an advantage impossible on narrower piers, where the large cargoes of one modern steamer would take up all the space.

Increased width thus results in economy of water-slip space between the piers. It has also been decided to make all the water-slip spaces between piers, much wider than formerly, from about 200 to 250 feet, in order to accommodate the larger modern vessels and facilitate safety and ease of navigation and keep both sides of all the piers busy simultaneously.

Pier Number 54.

A vexatious problem inherited by the Board has been Pier No. 54, built for and occupied by the Santa Fé Railroad Company. Through

an unfortunate error in judgment by an engineer of the former Board, a large area of rock alongside and adjacent to this pier, and protruding high above the depth of bottom level required by our law and regulations was not blasted out, or the blasting commenced, after the pier was far under way to completion. The result was that a ledge of rock has been left alongside the northern side of the pier, about six feet wide two hundred feet long and thirteen feet deep, which could not be blasted out without endangering, and, perhaps, destroying the supports of the structure. The pier was completed by the previous Board and the ledge allowed to remain, thus preventing use of the north side of the pier by the deep draught steamers, for which the pier was intended. Various engineering expedients were suggested and tried, such as chiseling, but without satisfactory results.

It has been finally decided to widen the wharf so as to cover the ledge, and the engineering department has the work in hand.

Present System of Tolls Radically Defective.

The present system of tolls, long in use, whereby a substantially uniform charge of five cents per ton is imposed on cargoes of all kinds of merchandise, irrespective of value is, in our opinion, utterly unscientific and requires amendment. The Board and the commercial bodies of San Francisco are giving this subject study and investigation, and when proposed amendments have been carefully considered and the experience of other ports collected, the Board will submit a new schedule and classification.

Nine Million Dollar Bond Issue.

The nine million dollar bond issue by the State of California, under the San Francisco Harbor Improvement Act of 1909, has proved a great success and of inestimable benefit to the harbor. The bonds carry 4 per cent per annum repayable out of harbor revenues in seventy-five years, the sinking fund to begin after eighteen years. About two million have thus far been sold, to provide proper payments on the new contract work.

It is the policy of the Board, acting after consultation with, and in pursuance of the advice of, the present Governor of the State, to undertake works and constructions in the way of additional piers, seawalls, belt railroad and other improvements, that will consume the entire bond issue within the next two or three years, such work being deemed essential to make the port ready for the rush of new business confidently expected on all sides to follow the completion of the Panama Canal, and to provide for the ordinary increase due to the rapid growth of population. It has been the policy of the Board to apply the bond issue money to new and additional constructions only. All repairs and much new work have been done out of current revenues.

A Further Bond Issue Proposed.

In view of the fact that the present bond issue of nine million will be exhausted in about three years, at most, by the great demands of

new construction to meet the growing needs of the port, we believe and recommend that the preliminary steps be taken by the next session of the legislature toward another bond issue of ten million, to be sold when needed, if the increase of business should require unexpectedly rapid enlargement of port accommodations and facilities.

It is well to take time by the forelock in this matter. The bonds need not be sold unless the money should prove to be needed and their issue and sale, if authorized, can be safe-guarded by any expedients deemed advisable by the legislature.

This is a period of urgency in harbor matters and considerable uncertainty necessarily hangs over the immediate future of harbor business, for the reason alluded to, but the State should get itself in readiness for all eventualities in the premises.

India Basin and Islais Creek Lands.

Under the act of March 21, 1907, providing for the condemnation of sixty-three blocks of land near Islais Creek for harbor purposes, under a bond issue of one million dollars, authorized by the act of March 24, 1909, a suit in condemnation has been commenced by the Board's attorney, Mr. Daniel A. Ryan, and is being vigorously prosecuted. Unfortunately a number of owners, particularly lumber companies, have united in a stubborn contest of the proposed condemnation on its merits, which will delay this improvement perhaps for some time.

The Board is strongly of the opinion that the acquisition of this property will be of immense and immediate benefit to the port. It is needed right now and, when acquired, ought to be developed without loss of time. The delay incident to the contest of the suit is most deplorable, but must be endured.

Drawbridge Over Islais Creek.

In this connection the Board has set in motion the necessary machinery to compel the construction of a drawbridge over Islais Creek at Kentucky street, by certain companies using the roadways which, under franchises from the city and county of San Francisco, have agreed to construct such a bridge at their own expense when requested. The construction of such a bridge will permit navigation up Islais Creek to the district west of Kentucky street and encourage the development of lands devoted to harbor purposes in that region.

New System of Accounting.

The system of accounting in vogue on our taking office was found archaic and very meager. The cost system amounted to nothing. The revenues could be traced, but not the expenditures, in detail. The Board proceeded at once to employ expert accountants to devise a new up-to-date accounting system, with the cost department made a prominent feature, but before progress was made in this direction to any extent, the legislature of 1910 passed the act creating the Board of Control, and imposing upon the latter the duty of instituting proper accounting systems for all state offices and institutions.

The Board of Control detailed two of its assistants to devise and install such a system for the harbor, and after many months' study of conditions, the new system was partly installed about July 1, 1912, and the subject is still being pursued by the Board of Control.

Inadequate Fire Insurance.

Under the law the Board is restricted to a total fire insurance of \$700,000. This must be distributed in small parcels on many separate designated improvements, and is woefully inadequate in the way of protection. The amount carried should have some fair relation to the values covered. We recommend that the maximum limit be raised by law to at least the sum of \$1,250,000.

Make Yerba Buena Island a Great Transportation Union Terminal.

The Board strongly recommends to the legislature that the United States Government be requested to cede to the State of California Yerba Buena Island, commonly called Goat Island, in San Francisco Bay, the same to be improved and used as a great transportation union terminal, open to all on equal terms. It could be connected with the Alameda County shore by proper bridge and causeway construction, and the ferry service would then extend from the westerly side of the island to San Francisco.

This great public work has been agitated and discussed, at intervals, for over thirty years, and the time has now come when it should be undertaken, and realized.

The objections urged to the project, when a certain railroad sought to obtain control of it as its own exclusive terminal, of course do not apply to its acquisition and use by the State as a public union terminal, open to all on equal terms, and conducted under public auspices as a part of the State's transportation system in San Francisco Bay.

This is not the place for extended argument on the enormous advantages to the commerce of the port and the increased safety and speed of ferry passenger service that would follow such an improvement. All engineering authorities agree on its entire practicability and that the cost would be ample and immediately justified by the resultant benefits.

Transfer of Harbor Control From State to City.

Within the past six months an agitation has sprung up, ostensibly fathered by the San Francisco Chamber of Commerce, to bring about the cession of the harbor property and the control and management of the harbor facilities from the State of California to the city and county of San Francisco.

We believe from unmistakable indications that the real authors of this movement, conniving in secret and misleading some good citizens among the proponents of the measure, are the Southern Pacific Company and its friends, from whom the control was wrested by the present Governor.

Within the past two months such a transfer was proposed by or on behalf of the San Francisco Chamber of Commerce to the Mayor and

Board of Supervisors of San Francisco, and charter amendments to facilitate the transfer, etc., were prepared by the Chamber of Commerce and transmitted to the Board of Supervisors with the request that they be submitted to the voters at a charter amendment election to be held in the city and county of San Francisco in December of this year.

The endeavor to secure the support or endorsement of the city authorities to the proposed transfer of harbor control failed utterly, and in consequence the Chamber of Commerce caused public notice to be made that the movement inaugurated by it had been abandoned for at least two years, awaiting another city charter amendment election after that interval. The project has thus practically been put to sleep, if not to death, and becomes a subject not of present interest.

We forbear, therefore, any extended comment on the merits of the question, upon which it became, of course, our duty as guardians of the State's interests to bring to bear our most earnest study. If it should become necessary at any time, the Board holds itself in readiness to furnish data and arguments why such a transfer should not be made, as being distinctly an immense step backward and wholly unwarranted by any sound considerations. Such a change would, in our opinion, benefit neither California nor San Francisco, but would do incalculable injury to the true interests of both.

Briefly, San Francisco harbor is essentially, by nature and geography, a State and not a local harbor, and is as much the ocean port of the great Sacramento and San Joaquin valleys and their ramifications as it is of San Francisco. Therefore, the people of the interior are directly interested in keeping harbor control in the State, so that in the State forum, the legislature, their voice, when necessary, may be heard as to the proper development, conduct and management of the harbor.

The time will come, in our opinion, and it is not far off, when one State Harbor Commission should have control and management of the entire bay of San Francisco, and, perhaps, of many of its tributary waters. This may come as part of the greater San Francisco movement, or it may come independently of that movement.

We regard this as a much more likely and desirable development, imperiously dictated by the march of events and the growth of commerce and the modern trend of coöperation and coördinated effort in industry, than a further segregation into many bodies with local control of separate harbor fronts, each jealously and shortsightedly striving to take away business from other ports by foolish cutting of rates, a practice leading surely to economic waste and chaotic conditions.

If local control of other harbors of California is continued, the law, either through the State Railroad Commission or some other State body to be established for the purpose, should fix uniform schedules of harbor charges for all the ports in the State, or, at least, a standard minimum schedule.

The harbor business is nothing but a branch of the transportation business and should be governed accordingly. In sound reason, difference in harbor dues, based on competition for business, should no more be tolerated among separate ports of the same state than differences in railroad rates in various localities. The whole trend of modern effort is to make such transportation dues uniform, equable and fair, as among individuals and localities.

Differences in harbor dues, designed to build up one harbor by attempting to divert business at the expense of other harbors of the State, would be a suicidal policy materially, as well as unpatriotic, morally.

We must learn to pull together in California, not to pull apart. Coöperation, harmony and good-will sound better and are better, both morally and materially among the ports of the State than rate-cutting competition, jealousy and ill-will.

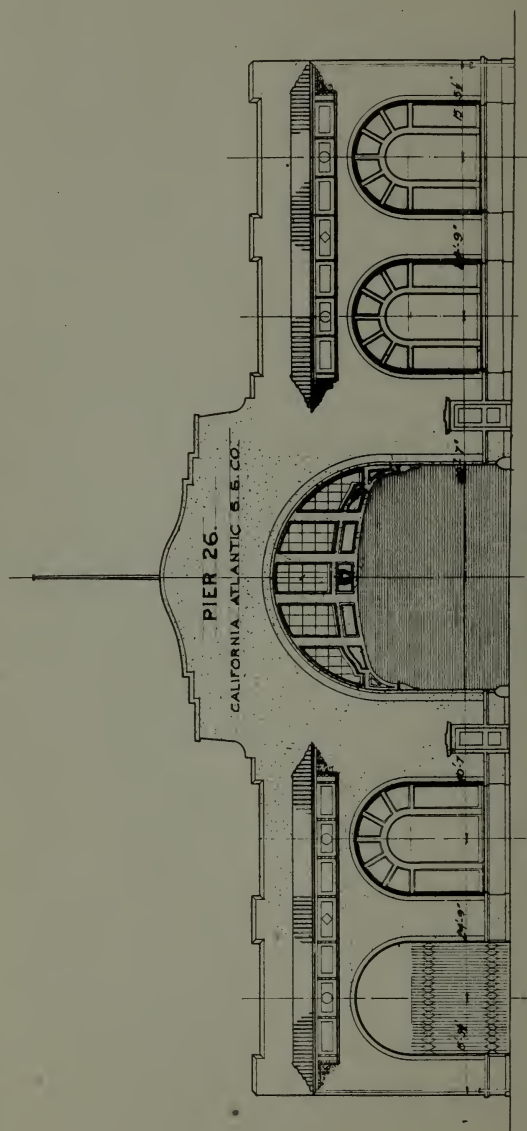
General Policy of the Board.

The policy of the Board, perhaps, has been sufficiently indicated by the foregoing, and need not be summarized further. The aim is to improve and develop the harbor facilities along the best modern engineering and commercial lines, after consultation with those most directly interested, and in a manner best adapted to meet the rapidly growing demands of the port.

It is the endeavor of the Board to organize harbor business affairs after the pattern of a large business corporation, and to administer the office solely in the public interest and with absolute fairness and impartiality.

PART II.

REPORT OF ASSISTANT ENGINEER.



REPORT OF ASSISTANT ENGINEER.

SAN FRANCISCO, August 1, 1912.

To The Honorable the

Board of State Harbor Commissioners:

I herewith submit the report of the Assistant State Engineer for the two fiscal years commencing July 1, 1910, and ending June 30, 1912. The writer took charge of the work May 23, 1911, and previous to that date, the work was in charge of Mr. Ralph Barker, C.E.

During Mr. Barker's portion of the period covered by this report the principal items of work accomplished were as follows:

The completion of pier No. 54 which was accepted January 12, 1911. This pier was about 67 per cent completed during the preceding two fiscal years.

Section No. 9 of the seawall was finished and accepted October 13, 1910, sixty per cent of the work having been done in the period covered by the preceding report.

The preparation of plans and specifications for section No. 10 of the seawall and its construction to approximately 80 per cent completion. The remaining 20 per cent was completed under the writer and accepted September 7, 1911.

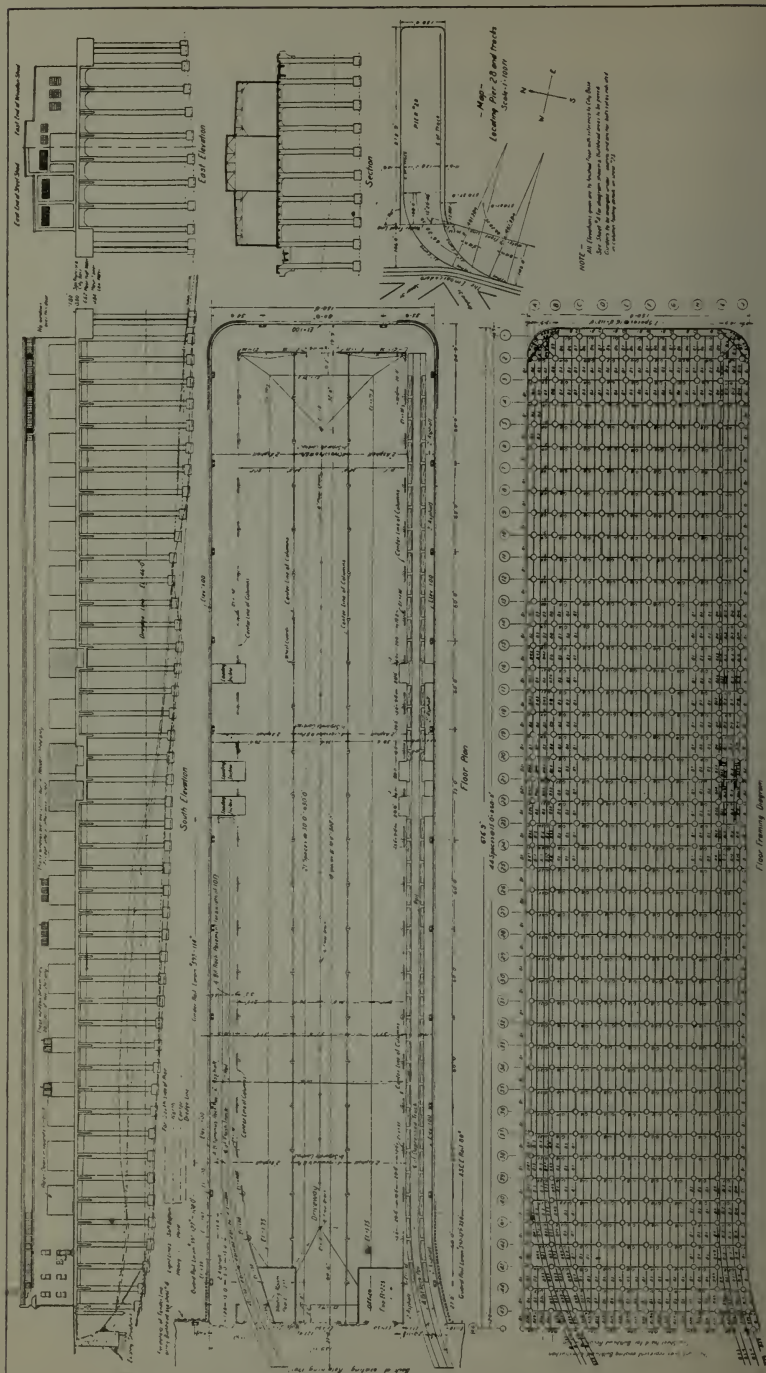
The design of the grain elevator on section No. 3 of the seawall. Mr. Barker started the construction but most of it was done under the writer and accepted September 28, 1911.

For convenience, I shall report on the later work under the following headings:

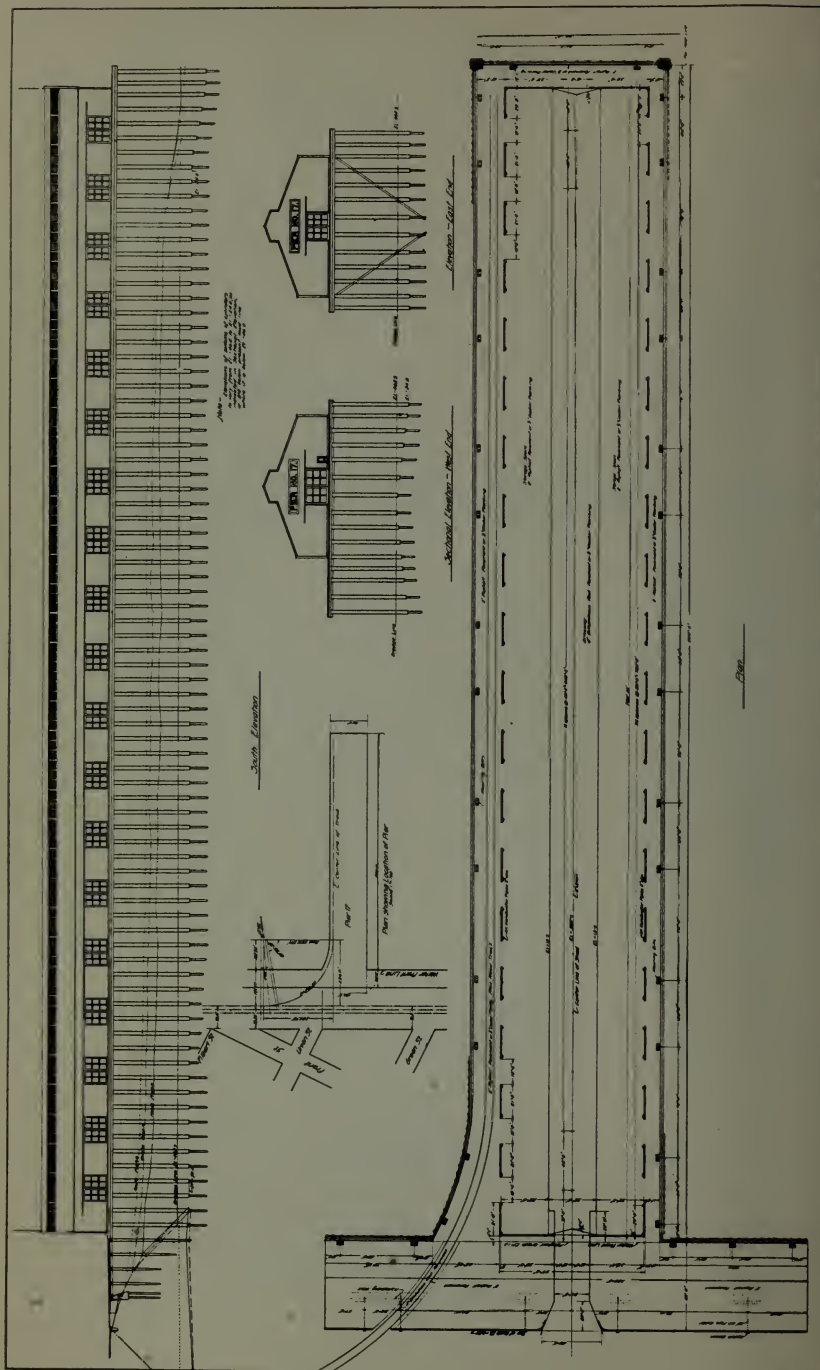
1. The Embarcadero or East street.
2. Electrical Department.
3. Tugs and dredgers.
4. Belt Railroad.
5. Repairs.
6. New piers under contracts.
7. Plans in preparation.
8. Increase in port facilities.

The Embarcadero or East Street. In addition to the ordinary maintenance work, our force has laid a new basalt block pavement on a sand foundation, extending from pier No. 34 to pier No. 38 and between the bulkhead wall and the Belt Railroad tracks. This has done much to relieve the congestion of traffic, which has previously been confined to the bulkhead wharf. Traffic over this portion of the front has been increased by the improvement of Beale street.

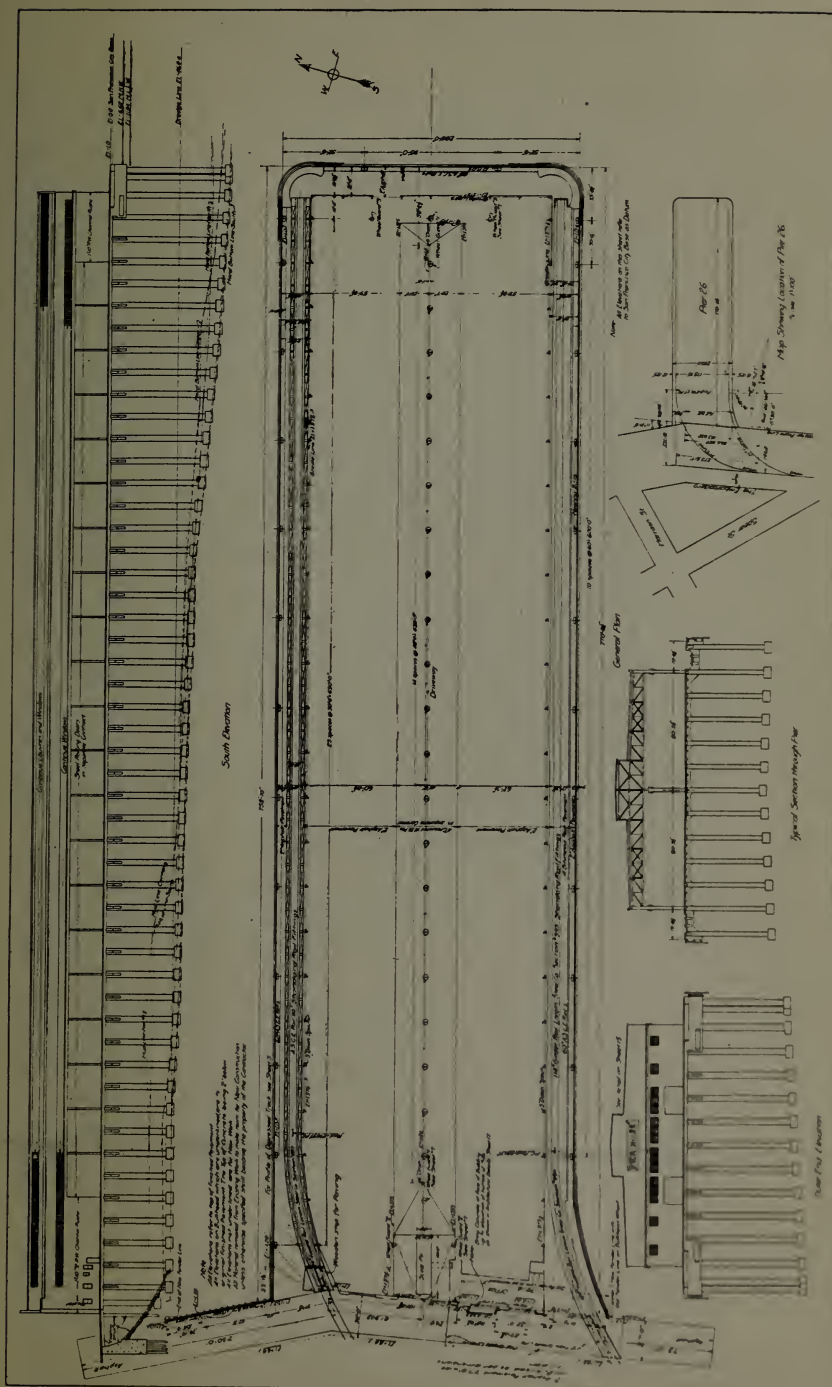
Wood block pavement has been placed at the approaches to piers



Plan and elevations of Pier No. 28.



Plan and elevations of Pier No. 17.



Plan and elevations of Pier No. 26.

No. 7 and No. 9, and at these places, walks have been made to the car tracks. The wood block crossing on the northerly line of Market street has been extended.

The electric lighting, has been improved by the placing of twenty lamps between the Chief Wharfinger's office and pier No. 11, and twenty-four lamps between piers Nos. 34 and 44. The poles for these lights are of our own design.

Electrical Department. This department has been kept very busy and our installation is now decidedly more efficient, and economical, and less dangerous. Under this department, the lights along East street, already mentioned, were placed. The lower gangway in the Ferry Building has been improved both in appearance and safety, by a systematic arrangement, in accordance with rules, of the wiring of the different companies as well as our own wiring. Tungsten lamps have in a number of cases been substituted for arc lights, resulting in a saving. A system has been established by which the main office is kept informed if the different fog bells are ringing; a system of signal lights has been placed in the Ferry Building, by which it can be determined whether or not the lights at the ends of the dolphins are burning.

Tugs and Dredgers. The dredging has been kept well in hand, and every effort has been made to dredge slips promptly upon receipt of request. The principal work has been the removal of the material which is constantly being deposited in the slips. Our dredgers removed the rock which was blasted by contract on the site of new pier No. 26 and by following up this contractor closely, similar trouble to that which has occurred at pier No. 54, was avoided. A great amount of time has been spent at pier No. 54 in removing the rock.

Oil-burning systems have been contracted for to replace coal burning on both tugs and dredger No. 2 and a material saving is assured. Such a substitution has previously been made on dredger No. 3.

A contract has also been let for an oil-burning system in the heating plant in the Ferry Building.

Belt Railroad. The operation and maintenance on the Belt Railroad will be covered by report of the Superintendent. The principal items of new work have been the constructing of spur tracks to serve piers Nos. 9, 11 and 12, each of which was widened on one side. The widening of pier No. 12 was done by contract. The Board's forces are now connecting this track on pier No. 12 with the southerly section of the Belt Railroad and this will furnish a part of that connection, which it is the desire of the Board to make, between the northerly and southerly sections of the Belt Railroad.

Repairs. Until October 7, 1911, the repair work was done under contract. Since that time it has been done by Board's force and until March 18, 1912, was under the writer's charge.

In addition to the regular repair work, the concrete piers supporting the apron hoists in ferry slips Nos. 3 and 5 have been replaced in

a manner different from that used before in slip No. 4. In all of the slips accommodating propeller boats, the mud has been drawn down by the propellers, exposing the untreated piles supporting the concrete piers. In repairing slip No. 4, the concrete piers were supported and carried down an additional depth. A further drawing down of the mud has again exposed the piles. In slips Nos. 3 and 5, the old concrete work was removed entirely and the new piers, which are smaller than the old ones, rest on reinforced concrete piles, the first to be used on the water front. This method of repair was less expensive and less dangerous, and has the additional advantage that safety will not be threatened by any probable lowering of the mud line.

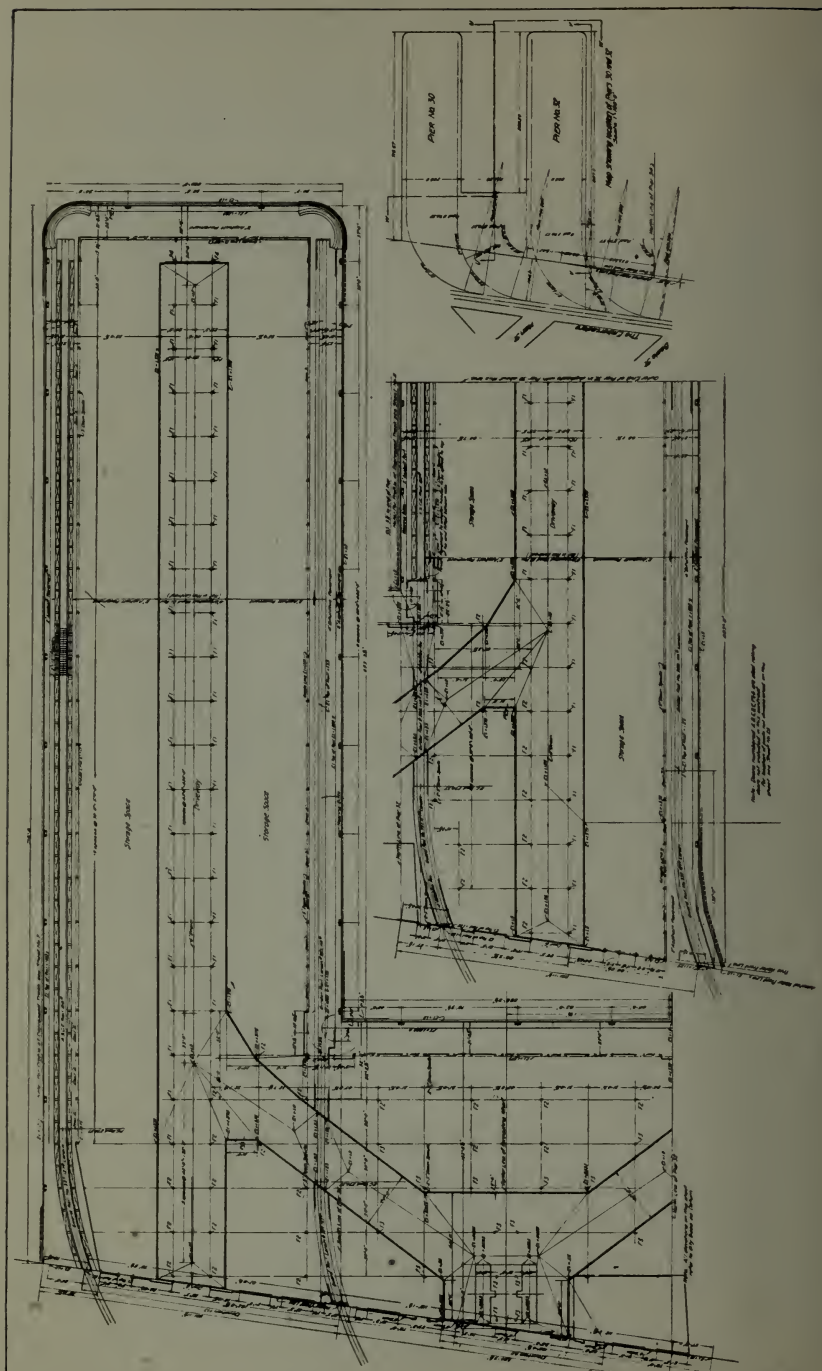
New Piers Under Contract. Under the \$9,000,000 bond issue, four contracts have been let during the last year for five new piers, Nos. 17, 30 and 32, 26 and 28.

Pier No. 17 is to be 800 feet long and 126 feet wide. The type of substructure adopted for the deep mud existing in this section consists of timber piles protected by hollow reinforced concrete cylinders, the space between the pile and concrete shell being filled with sand. These concrete cylinders are 20 inches inside diameter and 3 inches thick and are made in such lengths as to extend 8 feet below the probable mud line as lowered by future dredging to elevation—46 feet at the side of the pier. Similar cylinders have been used on bulkhead wharf construction on the water front before, but not in such lengths or in such an extensive installation as a pier. These concrete cylinders are made horizontally in one length and while cracks have frequently opened through handling in the yard and to the barge, this trouble can be avoided by the exercise of more care.

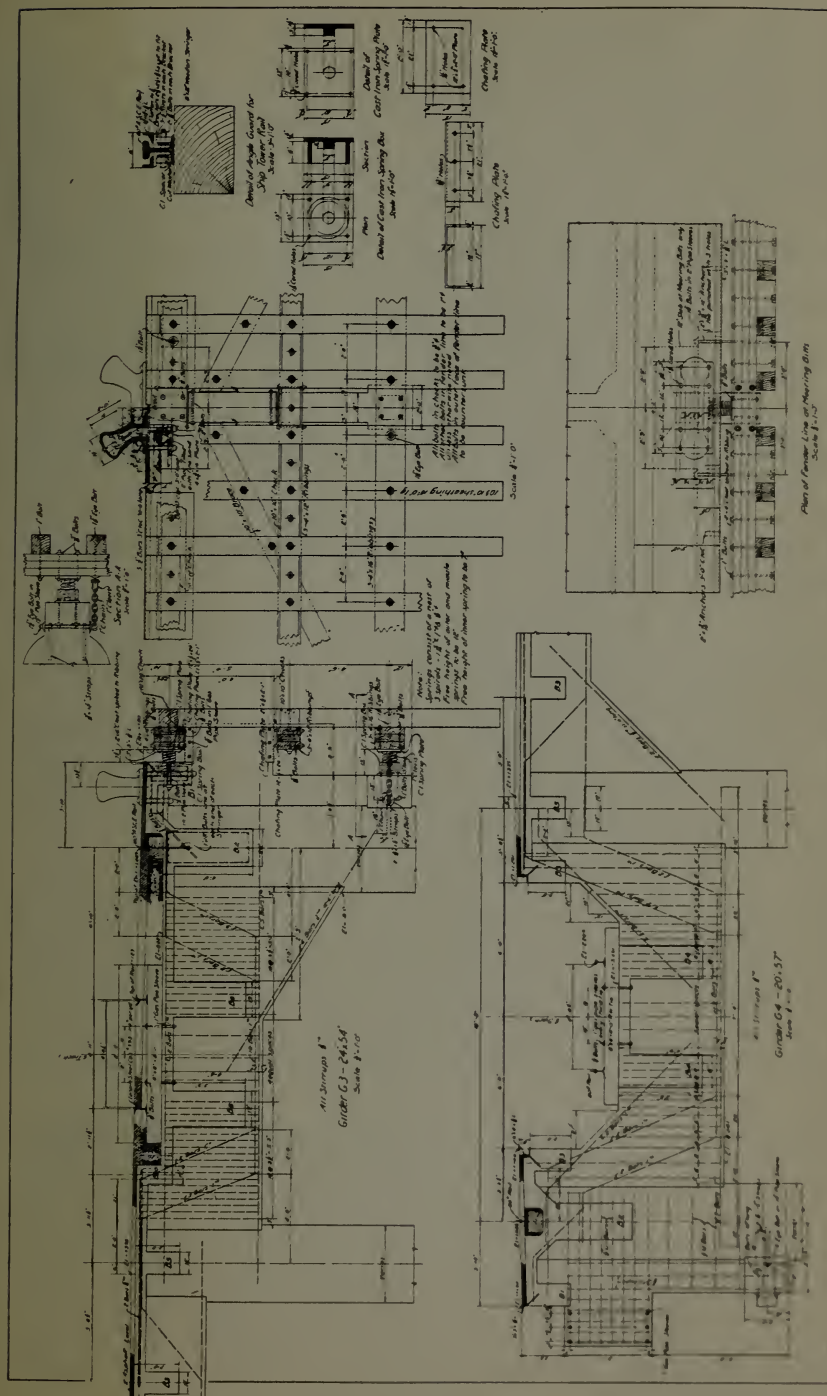
The girders of the floor system are of steel fully protected by concrete and rigidly connected to the concrete cap over the pile. The joists and flooring are of wood, the upper layer of floor being cedar. The shed is to be of wood.

In the same contract is a length of 324 feet of bulkhead wharf and concrete seawall. This wall rests on timber piles driven through the old rock seawall, which has been in place twenty-eight years and is therefore well settled and compacted. The bulkhead wharf floor is of reinforced concrete resting on reinforced concrete piles driven through the old rock wall.

Piers Nos. 30 and 32 are to be of reinforced concrete, except the shed, which is to be of timber construction, accommodating the desires of the American Hawaiian Steamship Company, which is to use these piers. The type of construction is practically the same as that used in piers Nos. 36, 38 and 40 since the same hard foundation was found by borings. No tests were made as to the carrying power but a unit load of 5 tons per square foot on the soil was allowed as had been done before. A test made for piers 38 and 40 proved that such a



Plan of Piers Nos. 30 and 32.



Details of suspended fender line and depressed railroad tracks.

foundation will carry 30,000 pounds per square foot without settlement (Report 1906-1908, p. 81).

A deviation from former plans consists in making use of a portion of the space between the two piers outside of the water front line and extending the sheds over this space. The berthing spaces between the two piers are therefore shorter than those outside.

There are to be installed on these piers up-to-date freight handling devices consisting of traveling cranes, telfers, and shiptowers, the first installation of the kind on the San Francisco water front. These devices are to be installed by the steamship company.

The contract for these piers includes a section 280 feet 8½ inches long of seawall and bulkhead wharf closing the gap hitherto existing north of pier No. 34. This is the same type of construction as described for pier No. 17.

Piers Nos. 26 and 28 are to be similar in construction to piers Nos. 30 and 32 with the exception that the shed on pier No. 28, is to be of steel and reinforced concrete, as desired by the Matson Navigation Company, to whom it has been assigned. Pier No. 26 will have traveling cranes. On pier No. 28 no provision has been made for mechanical freight-handling devices.

For piers Nos. 26, 28, 30 and 32 there has been adopted a type of suspended fender in the effort to decrease the heavy maintenance cost. In this neighborhood, untreated fender piles are often found eaten off by the teredo and swinging loose in one year.

On these piers, also, considerable attention has been paid to architectural treatment. A modified Mission style has been adopted for the front. This will serve to make the water front more attractive and will, it is thought, meet with general approval.

Plans in Preparation. Upon receipt of instructions to prepare plans for four new piers on the northern front, studies were made for the development of this section. On May 27th, a layout involving 7 new piers was informally adopted by the Commissioners and plans ordered for these seven piers. At the present time plans for all of these piers are in various stages of completion varying from 10 per cent to 80 per cent, and are on the average about 50 per cent completed. Four of these piers will be longer than any heretofore built on the water front.

Increase in Port Facilities. In 1908, in a report to the Federated Harbor Improvement Association, an estimate was made of the requirements for the future, based upon the increase in cargo passed over the San Francisco wharves up to 1907. In 1907, the amount of freight was 6,802,792 tons and it was found that the normal increase would make it necessary to take care of 13,000,000 tons in 1932. It was, however, recommended that accommodations be furnished for this increase of 90 per cent in twenty years or by 1927. We are now handling practically the same amount as in 1907 with a slightly reduced berthing space.

The five new piers now being built give about 21 per cent more berthing space than we have in the 26 main piers now existing and about 38 per cent more area. The seven piers now being planned will give an increase in berths of 38 per cent and an increase in area of 56 per cent. With these twelve piers there will be 59 per cent more berth space and 94 per cent more area than with the present piers. These twelve piers will increase the total berthing space on the water front over 30 per cent.

The increase in advantage to the port will, however, be much greater than shown by these percentages for the following reasons:

1. With wide piers, the use of both sides for berthing is assured.
2. A number of the piers will have mechanical freight-handling equipment.
3. The piers will all be provided with railroad tracks.

Respectfully submitted.

A. V. SAPH.

PART III.

REPORT OF THE ATTORNEY.

REPORT OF THE ATTORNEY.

SAN FRANCISCO, CAL., June 2, 1911.

*To the Honorable Board of State Harbor Commissioners,
Ferry Building, San Francisco, California.*

GENTLEMEN: I beg leave to submit herewith my report as Attorney for the Board of State Harbor Commissioners for the period beginning July 1, 1910, and ending June 2, 1911, upon which latter date the affairs of my office were turned over to my successor, the Honorable Daniel A. Ryan.

Since the rendition of my last report, on July 1, 1910, no matters of litigation have arisen, and at this writing there are still pending the following cases:

1. *The People of the State ex rel. Board of State Harbor Commissioners vs. Gray Bros. Crushed Rock Company, and Aetna Indemnity Company.* Superior Court of the City and County of San Francisco, State of California, No. 29,731. Action brought to recover from defendants about \$30,000 by reason of the failure of the contractor to perform the conditions of a contract for the extension of the seawall.

2. *People ex rel. Board of State Harbor Commissioners vs. Southern Pacific Company.* Superior Court of the City and County of San Francisco, State of California, No. 13,097. Action in ejectment, covering a strip of land on the north side of Channel street, between Fifth and Sixth streets.

3. *People ex rel. Board of State Harbor Commissioners vs. Savings Bank of Santa Cruz.* Superior Court of the City and County of San Francisco, No. 13,099. Action in ejectment, same as No. 2.

4. *People ex rel. Board of State Harbor Commissioners vs. Frank A. Summers, Executor.* Superior Court of the City and County of San Francisco, No. 13,558. Action same as No. 2.

Since the date of my last report, the following cases have been dismissed upon motion of the plaintiff and his attorney:

M. R. Roberts vs. Henry J. Crocker et al. Superior Court of the City and County of San Francisco, No. 29,363.

M. R. Roberts vs. Walter Dennison et al. Superior Court of the City and County of San Francisco, No. 29,690.

M. R. Roberts vs. W. V. Stafford et al. Superior Court of the City and County of San Francisco, No. 30,928.

The cases last enumerated were brought by M. R. Roberts, in each of which damages against the defendants were asked for the sum of \$25,000. The termination of the cases completely vindicated the Board's position and action in reference to the sale of portable hoppers

formerly operated by the plaintiff and which were sold in pursuance of the provisions of the law, after they had been declared to be, by the Board, obstructions.

During the period which this report covers I attended nearly all the meetings of the Board, and rendered many opinions verbally as well as in writing.

As heretofore, it has been my endeavor, in rendering counsel to the Board upon matters submitted to me, to avoid litigation, and this policy has met with considerable success, as the records of the Board will show.

Respectfully submitted.

W. H. DAVIS,
Attorney for the Board.

July 1, 1912.

To the Honorable, The Board of State Harbor Commissioners.

GENTLEMEN: Herewith please find my report from the second day of June, 1911, to the first day of July, 1912.

During that time I have submitted to the Board thirty-three written opinions and have also rendered several verbal ones. I have drawn twenty-one contracts involving a total sum of \$2,331,705.85, exclusive of the amounts contracted to be paid for oil, piles, lumber and street cleaning, and exclusive of any sum above the price of a minimum number of barrels of oil contracted for.

The following litigation is now pending in the Superior Court of the State of California, in and for the City and County of San Francisco, to wit:

1. *People of the State of California ex rel. Board of State Harbor Commissioners vs. Southern Pacific Company, a corporation.* No. 13,555; complaint filed December 30, 1907.

2. *People of the State of California ex rel. Board of State Harbor Commissioners vs. Southern Pacific Company, a corporation.* No. 13,097; complaint filed December 5, 1907.

3. *People of the State of California ex rel. Board of State Harbor Commissioners vs. Southern Pacific Company, a corporation.* No. 13,099; complaint filed December 5, 1907.

The foregoing actions are suits in ejectment to recover possession of the following pieces of property on Channel street, to wit:

Those certain portions of said Channel street described as follows, to wit:

1. From the southeast corner of Sixth and Channel streets run along and on the northeast line of Sixth street 170 feet; thence at right angles northeasterly 320 feet 10 inches to the point of commencement; thence from said point of commencement in the same direction running 45 feet 10 inches; thence at right angles northwesterly 30 feet; thence at right angles southwesterly 45 feet 10 inches; thence at right angles southeasterly 30 feet to the point of commencement.

2. Parcel One. From the southeasterly corner of Sixth and Channel streets run along and on the northeast line of Sixth street 170 feet; thence at right angles northeasterly 45 feet 10 inches to the point of commencement; thence from said point of commencement in the same direction running 275 feet; thence at right angles northwesterly 30 feet; thence at right angles southwesterly 275 feet; thence at right angles southeasterly 30 feet to the point of commencement.

Parcel Two. From the southeast corner of Sixth and Channel streets run along and on the northeasterly line of Sixth street 170 feet; thence at right angles northeasterly 504 feet 2 inches to the point of commencement; thence from said point of commencement in the same direction running 45 feet 10 inches; thence at right angles northwesterly 30 feet; thence at right angles southwesterly 45 feet 10 inches; thence at right angles southeasterly 30 feet to the point of commencement.

Parcel Three. From the southeast corner of Sixth and Channel streets run along and on the northeasterly line of Sixth street 170 feet; thence at right angles northeasterly 641 feet 8 inches to the point of commencement; thence from said point of commencement in the same direction running 91 feet 8 inches; thence at right angles northwesterly 30 feet; thence at right angles southwesterly 91 feet 8 inches; thence at right angles southeasterly 30 feet to the point of commencement.

3. From the southeast corner of Sixth and Channel streets run along and on the northeasterly line of Sixth street 170 feet; thence at right angles northeasterly 458 feet 4 inches to the point of commencement; thence from said point of commencement in the same direction running 45 feet 10 inches; thence at right angles northwesterly 30 feet; thence at right angles southwesterly 45 feet 10 inches; thence at right angles southeasterly 30 feet to the point of commencement.

The first action above mentioned is set for trial for August 14, 1912, and the second and third for August 19, 1912. The Southern Pacific Company has been substituted as defendant in all three cases. Notice has been given by said company of a motion to be made on July 5, 1912, to amend the answers in each of said cases so that said company will be permitted to set forth the statute of limitations, laches, adverse possession, lack of jurisdiction, federal questions, etc.

4. *People of the State of California ex rel. Board of State Harbor Commissioners vs. Gray Bros. Crushed Rock Company, a corporation, and the Aetna Indemnity Company, of Hartford, Conn.*

This is an action to recover \$28,006.59 actual damages, and \$1,338.83 liquidated damages for breach of contract by Gray Bros. Crushed Rock Company, a corporation. The contract was one wherein Gray Bros. Crushed Rock Company agreed to build and construct section 11 of the seawall. It failed to do so. A new contract was let to the lowest bidder for \$78,856.33, which was \$28,006.59 in excess of what it would have cost the Board if Gray Bros. Crushed Rock Company had carried out its contract. This action was commenced in April, 1910. It has been conducted by Messrs. Weinman, Wood and Cunha, attorneys, under a contract from the former Board. Since the commencement of this action the Aetna Indemnity Company of Hartford, Conn., has been adjudged insolvent and on the 16th day of August, 1911, a claim of the Board for the amount sued for was prepared and mailed to the receiver.

5. *John Alfred Matsson vs. The present Board of State Harbor Commissioners and the former Board as Boards, and the members of the present and former Boards as individuals.* To recover \$35,533.00 on

account of the death of plaintiff's son, which resulted on the 8th day of December, 1910, by reason of the wagon upon which he was riding being struck by a train of cars on the Belt Railroad at Battery and Greenwich streets, San Francisco. This action is now pending on demurrer. The deposition of George W. Harvey, the engineer, has been taken by the plaintiff and a commission has issued to take the deposition of the plaintiff in Finland. Notice has also been served to take the deposition at Oakland of one of the crew.

6. *W. A. Brown vs. Board of State Harbor Commissioners.* This was a mandamus proceeding brought by W. A. Brown, a wharfinger, who was removed by the Board after investigation for causes affecting his official character and competency, viz, being late in arriving on duty and leaving duty before five o'clock P. M. Judgment was rendered by Judge J. M. Seawell in favor of the Board. The case is now on appeal to the Supreme Court.

7. *People of the State of California ex rel. Board of State Harbor Commissioners vs. One Hundred and Forty-five Defendants.* Being owners of the individual parcels of land constituting the property north of India Basin and extending to Islais Creek. The complaint in this action was filed on June 29, 1912, Superior Court, San Francisco.

Respectfully submitted.

DANIEL A. RYAN,
Attorney for the Board.

PART IV.

REPORT OF SUPERINTENDENT OF
BELT RAILROAD.

REPORT OF SUPERINTENDENT OF BELT RAILROAD.

SAN FRANCISCO, CAL., June 30, 1912.

To the Honorable, The Board of State Harbor Commissioners, Union Depot and Ferry House, San Francisco.

GENTLEMEN: I herewith submit the biennial report of the operation of the Belt Railroad for the fiscal years beginning July 1, 1910, and ending June 30, 1912.

Respectfully submitted.

F. A. STEVENS.

Operation.

For the past two years, we have continuously operated five crews on the road, but during the busy season of the year, there have been eight crews employed, six crews north of Market street and two south of Market street.

The rolling equipment consists of five locomotives and is in good condition. These locomotives have been operated continuously, the necessary repairs with the exception of turning down driving wheel tires being now made by our own force, instead of by outside parties as was formerly the case.

It is absolutely necessary for the proper operation of the road that additional room be provided for switching of cars, and I would respectfully recommend that lots 18 and 20, south of Market street, and lots 1 and 2, north of Market street, be reserved for yard purposes.

I would also recommend that the spur tracks on piers 42 and 44 be directly connected to the Belt Railroad in order to enable us to handle the business emanating from these piers ourselves.

Maintenance.

Owing to the use of heavier rail, the maintenance charges have been considerably reduced; and it is the intention hereafter to replace as much as possible of the light rail now in the track with the heavier section as soon as conditions require it.

A portion of the Northwestern Pacific yards has been transferred to another location and entirely rebuilt, and several improvements have been added to the Santa Fé yard north of Market street.

Construction.

The Belt Railroad south of Market street has been extended to Folsom street and rail connection made with pier 12.

Spur tracks have also been constructed to piers 9 and 11 and the business originating on these two piers is at times so heavy that our

facilities for handling it are taxed to the utmost, and it is probable that it will still further increase, making necessary increased trackage for switching purposes.

It is contemplated to construct spurs to each of the new piers now under contract, viz.: Nos. 26, 28, 30 and 32 south of Market street and No. 17 north of Market street.

Plans for the connection of the northern and southern sections of the Belt Railroad have been ordered prepared and the connection will be built without delay, and is expected to be ready for operation at the beginning of 1913.

Receipts and Cars Handled.

Belt Railroad North, July 1, 1910, to June 30, 1911.

	Loads received.	Loads delivered.	Extra switches.	Total loads.	Total revenue.
July, 1910.....	2,648	2,024	65	4,737	\$11,842 50
August, 1910.....	2,870	2,237	80	5,187	12,967 50
September, 1910.....	3,364	2,385	60	5,809	14,522 50
October, 1910.....	3,721	2,504	100	6,325	15,812 50
November, 1910.....	3,098	1,672	96	4,866	12,165 00
December, 1910.....	2,328	1,698	58	4,084	10,210 00
January, 1911.....	2,057	1,464	50	3,571	8,927 50
February, 1911.....	1,897	1,518	117	3,532	8,830 00
March, 1911.....	2,306	1,842	84	4,232	10,580 00
April, 1911.....	2,590	1,506	193	4,289	10,722 50
May, 1911.....	2,701	1,649	93	4,443	11,107 50
June, 1911.....	2,400	1,862	36	4,298	10,745 00
Totals.....	31,980	22,361	1,032	55,373	\$138,432 50

Belt Railroad South, December 1, 1910, to June 30, 1911.

	Loads received.	Loads delivered.	Total loads.	Total revenue.
December, 1910.....	368	151	519	\$1,297 50
January, 1911.....	300	164	464	1,160 00
February, 1911.....	372	201	573	1,432 50
March, 1911.....	498	157	655	1,637 50
April, 1911.....	346	209	555	1,387 50
May, 1911.....	436	302	738	1,845 00
June, 1911.....	413	252	665	1,662 50
Totals.....	2,733	1,436	4,169	\$10,422 50

Belt Railroad North, July 1, 1911, to June 30, 1912.

	Loads received--	Loads delivered--	Extra switches.	Total loads.	Emples received--	Emples delivered--	Total emples--	Total revenue--
July, 1911 -----	2564	1848	53	\$132 50	4465	381	1089	\$11,162 50
August, 1911 -----	3193	2200	109	272 50	5502	525	1425	13,755 00
September, 1911 -----	3561	2490	140	350 00	6191	408	1413	15,477 50
October, 1911 -----	3842	2787	195	487 50	6824	298	1103	17,060 00
November, 1911 -----	3014	2396	169	422 50	5579	426	1472	13,947 50
December, 1911 -----	2283	1505	174	435 00	3962	438	1028	9,905 00
January, 1912 -----	1982	1530	94	235 00	3606	452	793	9,015 00
February, 1912 -----	2074	1594	99	247 50	3767	553	992	9,417 50
March, 1912 -----	2150	1809	124	310 00	4083	691	997	10,207 50
April, 1912 -----	2299	1601	124	310 00	4024	406	1199	10,060 00
May, 1912 -----	2317	1647	110	275 00	4074	407	1099	10,185 00
June, 1912 -----	2360	1921	115	287 50	4396	495	1021	10,990 00
Totals -----	31639	23328	1506	\$3,765 00	56473	5480	13631	\$141,182 50

Total amount of loaded cars ----- 56,473

Total amount of empty cars ----- 19,111

Total ----- 75,584

Belt Railroad South, July 1, 1911, to June 30, 1912.

	Loads received--	Loads delivered--	Total of loads switched--	Emples received--	Emples delivered--	Total emples handled--	Total revenue--
July, 1911 -----	305	280	585	203	283	486	\$1,462 50
August, 1911 -----	399	238	637	209	298	507	1,592 50
September, 1911 -----	507	345	852	306	349	655	2,130 00
October, 1911 -----	575	336	911	302	499	801	2,277 50
November, 1911 -----	601	440	1,041	407	504	911	2,602 50
December, 1911 -----	442	344	786	309	368	677	1,965 00
January, 1912 -----	542	400	942	410	478	888	2,355 00
February, 1912 -----	533	343	876	240	396	636	2,190 00
March, 1912 -----	603	310	913	210	475	685	2,282 50
April, 1912 -----	596	207	803	246	472	718	2,007 50
May, 1912 -----	452	310	762	342	468	810	1,905 00
June, 1912 -----	468	203	671	314	496	810	1,677 50
Totals -----	6,023	3,756	9,779	3,498	5,086	8,584	\$24,447 50

Total amount of loaded cars handled ----- 9,779

Total amount of empty cars handled ----- 8,584

Total ----- 18,363

Recommendations.

In my opinion, it would be highly desirable to extend the Belt Railroad from its present northern terminus at Mason street, into the Government Reservation at Fort Mason. This would enable us to handle the large amount of freight for the Panama-Pacific Exposition and also the present heavy freight traffic for the Army Transport docks, situated at Fort Mason, which latter will undoubtedly become heavier each year.

On account of the heavy street traffic between Broadway and Folsom streets, and the width of the street permitting a single track only, there is a possibility of serious accidents on this portion of the road in foggy weather and it may be necessary to install some form of block signalling for safety within these limits.

Respectfully submitted.

F. A. STEVENS.

PART V.

REPORT OF THE SECRETARY.

REPORT OF THE SECRETARY.

To the Honorable, The Board of State Harbor Commissioners.

GENTLEMEN: I have the honor to submit herewith my report for the two fiscal years commencing July 1, 1910, and ending June 30, 1912.

The report contains in detail all financial transactions and shipping statistics of the biennial period, as well as financial data from the time the Board was organized up to and including June 30, 1912.

The following summary compares the two biennial terms 1908-1910 and 1910-1912, and has been prepared for your consideration:

The total receipts of the Board for the two fiscal years beginning July 1, 1908, and ending June 30, 1910, amounted to-----	\$3,005,189 17
The receipts for the two following fiscal years, 1910-1912, including \$10,019.30, drafts returned and canceled, amounted to-----	2,639,740 71
Or a decrease of-----	\$365,448 46

The apparent decrease in receipts is explained by the fact that during the years 1908-1910, several pier and seawall lot leases were made, the advance rentals being paid into the fund as follows:

Dec. 29, 1908	Hooper Lumber Company, lease of wharf, Central Basin-----	\$57,741 00
Mar. 11, 1909	Western Pacific Railway Company, lease of Pier No. 34-----	167,730 00
Sept. 27, 1909	Associated Oil Company, lease of Seawall Lot No. 24-----	12,840 00
Sept. 27, 1909	Southern Pacific Company, lease of Seawall Lot No. 24-----	45,000 00
Sept. 27, 1909	Southern Pacific Company, lease of Seawall Lot No. 23-----	59,400 00
Nov. 18, 1909	Atchison, Topeka & Santa Fe Railway Company, lease of Pier No. 54-----	263,000 00
June 16, 1910	Western Pacific Railway Company, lease of Seawall Lot No. 21-----	7,472 65
June 16, 1910	Western Pacific Railway Company, lease of Seawall Lot No. 22-----	40,391 62
	Or a total of-----	\$653,575 27

Deducting this amount from the receipts of the Board for the fiscal years 1908-1910, leaves the receipts for those years \$2,351,613.90, or \$288,126.81 less than the two following years, 1910-1912.

Expressed in tabular form the results are as follows:

Total receipts for the fiscal years 1908-1910-----	\$3,005,189 17
Less advance rentals as shown-----	653,575 27
Net receipts for 1908-1910-----	\$2,351,613 90
Total receipts for the fiscal years 1910-1912-----	2,639,740 71
Net increase of 1910-1912 over 1908-1910-----	\$288,126 81
The total disbursements for the two fiscal years beginning July 1, 1908, and ending June 30, 1910, including seawall construction, amounted to-----	\$3,810,548 06
For the same period 1910-1912, including seawall construction-----	2,543,046 71
A decrease of-----	\$267,501 35

in favor of this biennial period. This, too, in the face of the fact that your Board assumed jurisdiction over a system of wharves many of which were temporary structures and required a considerable outlay of labor and material to place them in serviceable condition until permanent structures could be provided.

The revenues and disbursements of the Belt Railroad are as follows:

Revenue 1910-1912 -----	\$320,412 90
Revenue 1908-1910 -----	262,569 00
An increase for 1910-1912 over 1908-1910 of -----	\$57,843 90
Disbursements 1910-1912 -----	251,424 83
Disbursements 1908-1910 -----	216,369 97
An increase for 1910-1912 over 1908-1910 of -----	\$35,054 86

The total number of tons of freight handled over the State wharves for the fiscal years 1908-1910, amounted to 13,191,226 tons, and for the term 1910-1912, amounted to 13,427,848 tons, an increase of 236,622 tons, or 1.7 per cent.

I express below, in tabular form, the number of vessels docking at State wharves:

Class 1.	1908-1910.	1910-1912.	Increase.	Decrease.
Ocean steamers -----	346	379	33	-----
Ocean sailers -----	103	167	64	-----
Schooners -----	272	275	3	-----
Sloops -----	9	7	-----	2
Bay and river steamers -----	74	72	-----	2
Tugs -----	55	77	22	-----
Government vessels -----	38	27	-----	9
Totals -----	897	1,004	122	13

The foregoing summaries are detailed in the body of the report for this biennial term, and your attention is respectfully directed to them.

Yours respectfully,

LEO V. MERLE, JR.,
Secretary.

PART VI.

FINANCIAL STATISTICS.

FINANCIAL STATISTICS.

Summary of receipts for the two fiscal years from July 1, 1910, to June 30, 1912.

Source.	1910-11.	1911-12.	Total.
Dockage -----	\$226,563 15	\$209,097 11	\$435,660 26
Tolls -----	331,456 10	339,936 32	671,392 42
Wharfage -----	7,238 45	8,032 35	15,270 80
Rents -----	562,072 89	592,909 86	1,154,982 75
Miscellaneous -----	174,205 84	178,209 34	352,415 18
Totals-----	\$1,301,536 43	\$1,328,184 98	\$2,629,721 41
Balance in treasury June 30, 1910-----			\$230,183 80
Balance in San Francisco Seawall Fund June 30, 1910-----			308,974 69
Drafts returned and canceled-----			10,019 30
Transfer from San Francisco Depot Sinking Fund to San Francisco Harbor Improvement Fund, act 1891, p. 110, section 5-----			116,265 02
Proceeds of sale of second San Francisco Seawall bonds-----			1,005,008 00
Grand total -----			\$4,300,172 22

Statement of Disbursements from July 1, 1910, to June 30, 1912.

	Harbor Improvement Fund.			San Francisco Seawall Fund.			Second San Francisco Seawall Fund.		
	1910-11.	1911-12.	Total.	1910-11.	1911-12.	Total.	1910-11.	1911-12.	Total.
Administration account:									
Salaries of Commissioners---	\$9,600 00	\$9,600 00	\$19,200 00						
Salaries of Chief Engineer and assistants -----	2,400 00	2,400 00	4,800 00						
Salaries of Chief Wharfinger and assistants -----	7,880 35	7,475 65	15,356 00						
Salary of Attorney-----	2,400 00	2,400 00	4,800 00						
Salaries of watchmen-----	6,819 15	15,162 10	21,981 25						
Collection of revenue:									
Salaries of secretaries and clerks -----	16,439 50	17,209 80	33,649 30						
Salaries of wharfingers-----	26,605 00	24,959 35	51,564 35						
Salaries of collectors-----	17,963 75	17,968 80	35,932 55						
Expense account -----	25,621 15	34,764 02	60,385 17						
Urgent repairs -----	242 80	120 20	363 00						
Repairs (contract) -----	180,747 35	69,486 75	250,234 10						
General repairs -----	197,379 95	304,169 90	501,549 85						
Pile driving -----	688 03	141,224 44	141,912 47						
Cleaning wharves, bulkheads, etc. -----	34,838 00	36,494 10	71,332 10						
Wharf offices and furniture -----	283 90	962 25	1,246 15						
Legal expenses -----	282 10	30 00	312 10						
Fire account -----	2,689 74	2,336 02	5,025 76						
Dredger No. 2 -----	15,145 75	20,319 87	35,465 62						
Dredger No. 3 -----	43,385 36	52,201 09	95,586 45						
Tug "Governor Markham" -----	22,015 59	24,269 85	46,285 44						
Tug "Governor Irwin" -----	25,597 85	23,988 43	49,586 28						
Launch "J. N. Gillett, Jr." -----	2,273 55	2,467 17	4,740 72						
Construction account -----	246,489 53	56,350 94	302,840 47						
Dockage refunded -----	116 40	637 00	753 40						
Tolls refunded -----	731 55	784 10	1,515 65						
Wharfage refunded -----		110 00	110 00						
Rent refunded -----	379 94	1,658 01	2,037 95						
Wharfage, damages, sales, etc. -----	552 92	1,136 32	1,689 24						
Belt Railroad maintenance (North) -----	29,685 68	24,983 61	54,669 29						

**Summary of Receipts and Disbursements by months for the two Fiscal Years
from July 1, 1910, to June 30, 1912.**

Month.		Receipts.	Disbursements.	
Year. 1910	July -----	\$146,450 53	-----	\$167,357 01
	August -----	105,495 84	-----	136,180 87
	September -----	106,474 64	-----	158,545 85
	October -----	108,851 16	-----	87,301 08
	November -----	107,682 53	-----	172,335 99
	December -----	107,945 98	-----	119,472 91
	-----	-----	-----	-----
1911	January -----	105,177 44	-----	99,486 09
	February -----	104,050 50	-----	138,452 35
	March -----	102,252 23	-----	77,744 61
	April -----	103,847 00	-----	76,614 03
	May -----	100,188 40	-----	72,667 93
	June -----	103,140 18	-----	82,574 65
	-----	-----	-----	-----
Total for 1910-11-----		\$1,301,536 43	Total for 1910-11-----	\$1,388,733 37
1912	July -----	\$108,120 16	-----	85,447 87
	August -----	106,771 65	-----	90,415 03
	September -----	105,581 53	-----	112,119 32
	October -----	121,752 11	-----	72,855 77
	November -----	120,853 69	-----	88,535 96
	December -----	95,782 70	-----	85,749 20
	January -----	122,061 48	-----	85,561 38
	February -----	105,134 38	-----	86,728 67
	March -----	110,860 13	-----	84,542 36
	April -----	114,809 25	-----	111,929 16
	May -----	109,545 26	-----	109,932 87
	June -----	106,912 64	-----	140,495 75
	-----	-----	-----	-----
Total for 1911-12-----		\$1,328,184 98	Total for 1911-12-----	\$1,154,313 34
Totals for two years		\$2,629,721 41	Total for two years--	\$2,543,046 71
Balance in treasury		-----	Transfers to San Francisco Seawall fund-----	423,899 44
June 30, 1910-----		\$230,183 80	Transfer to second San Francisco Seawall fund-----	23,111 10
Balance in San Francisco Seawall Fund		-----	Transfers to San Francisco Depot Fund-----	87,989 00
June 30, 1910-----		308,974 69	Part payment of loan from General Fund-----	106,000 00
Drafts returned and canceled-----		10,019 30	Deferred payment drafts paid-----	13,774 56
Transfer from San Francisco Depot Sinking Fund, to San Francisco Harbor Improvement Fund, Act 1891, p. 110, section 5-----		116,265 02	Balance in San Francisco Harbor Improvement fund June 30, 1912-----	129,071 97
Proceeds of sale of second San Francisco Seawall bonds-----		1,005,008 00	Balance in San Francisco Seawall fund June 30, 1912-----	2,467 88
-----		-----	Balance in second San Francisco Seawall fund, June 30, 1912-----	970,811 56
-----		\$4,300,172 22	-----	\$4,300,172 22

Summary of Revenue by months for the two fiscal years from July 1, 1910, to June 30, 1912.

Months.	Dockage.	Tolls.	Wharfage.	Rents.	Miscellaneous.	Total.
1910—July	\$17,676 15	\$25,119 96	\$513 00	\$91,314 84	\$11,826 58	\$146,450 53
August	17,338 00	28,572 04	491 00	45,115 17	13,979 63	105,495 84
September	19,713 35	30,787 47	536 90	40,704 46	14,732 46	106,474 64
October	20,436 65	29,811 75	668 75	41,202 23	16,711 78	108,831 16
November	20,782 50	30,029 47	429 15	37,811 98	18,629 43	107,682 53
December	16,833 10	27,545 78	573 10	42,351 78	20,642 22	107,945 98
1911—January	19,691 85	25,875 75	521 95	46,599 66	12,488 23	106,177 44
February	15,986 65	23,028 53	505 65	54,101 31	10,428 36	104,050 50
March	23,254 65	25,287 75	688 90	40,388 67	12,632 26	102,252 23
April	21,444 70	29,729 36	599 50	38,908 66	13,164 78	103,847 00
May	16,455 20	27,958 33	855 00	41,743 19	13,174 68	100,188 40
June	16,950 35	27,709 91	855 55	41,828 94	15,795 43	103,140 18
Totals, 1910-11	\$226,563 15	\$331,456 10	\$7,238 45	\$562,072 89	\$174,205 84	\$1,301,536 43
July	\$19,429 50	\$27,138 90	\$698 20	\$49,199 82	\$11,653 74	\$108,120 16
August	16,783 55	26,991 00	668 20	47,320 94	15,007 96	106,771 65
September	18,328 05	29,010 75	675 90	41,893 64	15,673 19	105,581 53
October	22,708 15	29,618 40	524 50	50,187 12	18,713 94	121,752 11
November	15,886 95	32,514 66	688 80	52,197 77	19,565 51	120,853 69
December	6,759 65	28,927 54	632 30	49,109 00	10,354 21	95,782 70
1912—January	18,802 31	27,098 03	752 80	55,985 72	19,422 62	122,061 48
February	17,243 75	25,655 56	537 85	49,912 44	11,751 78	105,134 38
March	17,625 50	26,443 60	713 35	49,867 54	16,210 14	110,860 13
April	18,975 45	29,271 52	712 80	51,388 37	14,461 41	114,809 25
May	18,370 60	27,640 78	642 00	49,957 47	12,934 41	109,545 26
June	18,183 65	29,625 58	785 95	45,860 03	12,457 43	106,912 64
Totals, 1911-12	\$209,097 11	\$339,936 32	\$8,032 35	\$592,909 86	\$178,209 34	\$1,328,184 98
Totals, 1910-12	\$435,660 26	\$671,392 42	\$15,270 80	\$1,154,982 75	\$352,415 18	\$2,629,721 41

Recapitulation of Revenue for the Fiscal Year beginning July 1, 1910, and ending June 30, 1911.

	Poackage.	Tolls.	Wharfrage.	Rents.	Miscellaneous.	Total.
Fisherman Wharf						
Sections "A," "B," "C," Seawall, and Powell-street Wharf.						
Section 2, Seawall Wharf.	\$8,485 90	\$13,615 94	\$4,617 65	\$1,233 05		\$5,850 70
Section 3, Seawall Wharf, and Lombard-street Wharf (pier 27)	2,570 05	5,600 69	200 00	6,541 20		28,843 04
Lombard-street car ferry slips, freight depots, and tolls	4,732 40	5,870 70	1,666 80	175 00		10,012 54
Greenwich-street Wharf No. 2 (pier 25)		4,164 37	24 90	19,979 00		30,607 00
Greenwich-street Wharf No. 1 (pier 23)	7,841 15	4,164 37				41,640 37
Filbert-street Wharf (pier 21)	5,797 65	3,910 95		8,100 00		23,723 50
Union-street Wharf No. 2 (pier 19)	6,471 30	5,495 84		8,520 00		16,488 65
Union-street wharf No. 1 (pier 17)	1,490 10	3,815 13		7,966 70		19,813 49
Green-street Wharf (pier 15)	1,823 85	786 56	55 00			18,253 13
Vallejo-street Wharf (pier 13)	9,665 35	1,147 80		8,280 00		2,331 66
Broadway Wharf No. 2 (pier 11)	7,462 80	8,332 48		12,642 90		30,640 73
Broadway Wharf No. 1 (pier 9)	7,099 70	5,932 44		8,897 00		22,292 24
Pacific-street Wharf (pier 7)	9,829 55	12,187 95		11,520 00		30,807 65
Jackson-street Wharf (pier 5)	8,479 80	5,841 00		9,265 00		24,935 55
Washington-street Wharf (pier 3)	6,856 00	4,532 40		13,110 00		26,122 20
Clay-street Wharf (pier 1)	5,184 30	5,718 81		6,943 85		19,518 66
Union Depot and Ferry House, ferry slips 1, 2, 3, 4, 5, 6, 7, 8, tolls and post office building		1,088 10		1,860 00		8,132 40
Mission-street Wharf No. 1 (pier 2)	1,008 15	6,904 12		157,616 53		164,520 65
Mission-street Wharf No. 2 (pier 4)	7,470 60	467 79		1,703 35		3,179 29
Howard-street Wharf No. 1 (pier 6)	12,942 90	4,325 80		7,620 00		19,416 40
Howard-street Wharf No. 2 (pier 8)	2,819 35	4,866 95		2,161 00		19,970 85
Howard-street Wharf No. 3 (pier 10)	2,393 30	2,515 15		6,875 00		12,209 50
Folsom-street Wharf No. 1 (pier 12)		5,107 23		6,072 00		13,572 53
Folsom-street Wharf No. 2 (pier 14)	11,781 35	8,567 00	4 50	19,440 00		19,440 00
Harrison-street Wharf (pier 16)	2,003 45	1,450 15	32 50	4,560 00		24,912 85
Pier No. 36	8,146 40	8,419 16	5 50	3,423 90		6,910 00
Pier No. 38	6,938 20	16,102 89		1,546 00		18,117 06
Main-street car ferry slip, and tolls		89 85		7,896 00		30,937 09
Main-street Wharf (pier 28)	70 25	8 25		1,200 00		1,289 85
Piers 42 and 44	23,710 15	8 25		75 00		153 50
Front-street Wharf (pier 34)	7,605 15	4,134 51		2,307 65		45,364 69
Pacific Mail Wharf (pier 40)	6,647 55	8,184 79		7,985 00		11,739 66
Santa Fe Company's Ferry slip		1,898 66				22,767 34
Third-street Wharf	4,673 50	4,594 53	321 20	2,760 00		1,898 66
Berry-street Wharf	6,351 35	7,116 29		9,250 00		12,349 23
						22,717 64

Channel-street Wharf	2,951 15	2,194 43	42 50	10,382 25	15,570 33
Pier No. 54	3,758 85	2,627 59			6,386 44
East street				3,835 00	3,835 00
Revenue from seawall lots				123,161 57	123,161 57
Sale of old material					1,763 69
China Basin					38,348 62
Central Basin	5,933 45	28,377 17		4,038 00	109,877 63
Belt Railroad revenue, north	12,074 95	61,747 18	267 90	35,787 60	137,730 00
Tugs and dredgers, sale of old material					9 40
Damages account					12,448 86
U. S. Customs Department (rent and dockage)				4,200 00	4,200 00
Lighting, power, heating, etc.					523 53
Belt Railroad revenue, south					17,035 00
Spring Valley Water Company				3,000 00	3,000 00
Fire loss account					2,055 88
Sundry miscellaneous					3,968 40
Totals as per ledger	\$227,547 65	\$332,345 89	\$7,238 45	\$559,979 55	\$1,302,646 30
Drafts returned and canceled					21 10
					\$1,302,667 40

Recapitulation of Revenue for the Fiscal Year beginning July 1, 1911, and ending June 30, 1912.

	Dockage.	Tolls.	Wharfage.	Rents.	Miscellaneous.	Total.
Fisherman Wharf						\$6,937 50
Sections "A," "B," "I Seawall, and Powell street Wharf		\$13,881 91	\$5,532 50	\$1,405 00		30,642 41
Section 2, Seawall Wharf	\$8,830 30	6,497 60	12 50	7,917 70		11,149 30
Section 3, Seawall Wharf and Lombard street Wharf (pier 27)	2,494 10		1,902 60	255 00		
Lombard street car ferry slips, freight depots, and tolls	3,669 85	6,384 97		6,373 70		16,428 52
Greenwich street wharf No. 2 (pier 25)	6,333 50	42,800 48				42,800 48
Greenwich street Wharf No. 1 (pier 23)	4,872 00	7,829 53		7,560 00		21,723 03
Filbert street Wharf (pier 21)	5,598 20	4,426 67		7,560 00		16,858 67
Union street Wharf No. 2 (pier 19)	6,740 90	5,933 75		7,980 00		19,511 95
Union street Wharf No. 1 (pier 17)	76 60	3,883 37		7,335 00		17,959 27
Green street Wharf (pier 15)	1,701 70	59 28				135 88
Vallejo street Wharf (pier 13)	6,409 00	939 72		8,400 00		11,641 42
Broadway Wharf No. 2 (pier 11)	9,659 70	5,298 63	3 30	12,849 00		24,559 93
Broadway Wharf No. 1 (pier 9)	5,953 00	7,693 57	4 00	7,940 10		25,297 37
Pacific street Wharf (pier 7)	10,768 45	11,582 55		10,782 00		28,317 55
Jackson street Wharf (pier 5)	9,321 90	5,413 70		10,800 00		26,982 15
Washington street Wharf (pier 3)	7,160 20	6,765 33	8 70	13,453 50		29,549 43
Clay street Wharf (pier 1)	4,835 65	7,088 55		6,536 25		20,785 00
Union Depot and Ferry House, ferry slips 1, 2, 3, 4, 5, 6, 7, 8, tolls and postoffice building		1,191 90		1,720 50		7,748 05
Mission street Wharf No. 1 (pier 2)	1,401 55	8,658 19		257,062 66		265,720 85
Mission street Wharf No. 2 (pier 4)	11,551 40	599 55		2,220 10		4,221 10
Howard street Wharf No. 1 (pier 6)	8,646 50	5,752 98		7,137 00		24,441 38
Howard street Wharf No. 2 (pier 8)	3,449 80	3,506 75		2,286 30		14,439 55
Howard street Wharf No. 3 (pier 10)	2,570 65	2,685 80		6,697 50		12,833 10
Folsom street Wharf No. 1 (pier 12)	1,993 90	6,013 93		5,661 60		14,246 18
Folsom street Wharf No. 2 (pier 14)	6,686 40	1,541 66		7,602 00		11,137 56
Harrison street Wharf (pier 16)	1,612 05	7,034 80		4,560 00		18,281 20
Pier No. 36	6,283 00	1,560 47	13 45	3,078 15		6,264 12
Pier No. 38	6,889 80	8,930 52	29 00	4,601 55		19,244 07
Piers Nos. 42 and 44	20,519 40	11,019 14		7,303 80		25,212 74
Fremont street Wharf (pier 34)	10,180 40	14,347 04		4,121 50		38,987 94
Pacific Mail Wharf (pier 40)	7,006 80	6,625 14				16,805 54
Third street Wharf	4,197 00	8,816 99		7,395 00		23,218 79
Berry street Wharf	5,577 60	4,357 25	166 65	3,202 50		11,923 40
Channel street Wharf	3,573 50	7,590 18		7,200 00		20,367 78
Pier No. 54	8,782 00	2,662 76	6 00	10,516 00		16,758 26
East street		8,359 00				17,141 00
Revenue from seawall lots.				10,575 00		10,575 00
				85,091 94		85,091 94

Sale of old material -----						4,139 12	4,139 12
China Basin -----	4,899 20	29,125 51	4 00	6,040 00		40,068 71	
Central Basin -----	11,587 25	64,702 06	304 10	36,362 02		112,955 43	
Belt Railroad revenue, North -----						141,182 56	
Damages account -----						9,329 44	
U. S. Customs Department (rent and dockage) -----				4,140 00		3,329 41	
Lighting, power, heating, etc. -----						4,140 00	
Belt Railroad revenue, South -----						345 15	
Spring Valley Water Company -----						24,447 50	
Fire loss account -----				3,000 00		3,000 00	
Unclaimed wages -----						550 24	
Interest receivable -----						272 15	
Belt Railroad—Sale of old material -----						951 76	
Sundry miscellaneous -----						17 90	
						561 87	
Totals as per ledger -----	\$221,833 25	\$341,561 23	\$7,986 80	\$604,122 27	\$181,797 63	\$1,357,301 18	
Drafts returned and canceled -----						9,998 20	
						\$1,367,299 38	
Balance uncollected July 1, 1910 -----						\$42,060 83	
Total charges 1910-11 -----						1,302,646 30	
Total charges 1911-12 -----						1,357,301 18	
						\$2,702,008 31	
Total collections 1910-11 -----					\$1,301,536 43		
Total collections 1911-12 -----					1,328,184 98		
						\$2,629,721 41	
Balance uncollected July 1, 1912 -----						\$72,286 90	
Less duplications and overcharges to be adjusted -----					\$74,241 63		
					1,954 79		
						\$72,286 90	

Monthly and Term Incomes from Leases of Seawall Lots which were executed prior to July 1, 1912.

Lot.	Lessee.	Term.	Monthly rental.	Total for 5-year period.	Total for term of lease.
B.	Crescent Lumber Co.....	25 years from April 1, 1910.	First 5 years..... \$225 00 Second 5 years..... 230 00 Third 5 years..... 235 00 Fourth 5 years..... 240 00 Fifth 5 years..... 245 00	\$13,500 00 13,800 00 14,100 00 14,400 00 14,700 00	Less payments to June 30, 1912..... \$70,500 00 Amount due 6,075 00 \$84,425 00
4	Subdivision A: National Packing Co....	25 years from July 1, 1909.	First 5 years..... 152 00 Second 5 years..... 160 00 Third 5 years..... 168 00 Fourth 5 years..... 176 00 Fifth 5 years..... 184 00	9,120 00 9,600 00 10,080 00 10,560 00 11,040 00	Less payments to June 30, 1912..... \$50,400 00 Amount due 5,472 00 44,928 00
	Subdivisions B and C: Midland Warehouse Co.	25 years from July 1, 1909.	First 5 years..... 188 00 Second 5 years..... 197 00 Third 5 years..... 207 00 Fourth 5 years..... 218 00 Fifth 5 years..... 229 00	11,280 00 11,820 00 12,420 00 13,080 00 13,740 00	Less payments to June 30, 1912..... \$62,340 00 Amount due 6,768 00 55,572 00
7	Western Pacific Railway Co.	25 years from July 1, 1910.	First 5 years..... 1,083 33 Second 5 years..... 1,151 04 Third 5 years..... 1,218 75 Fourth 5 years..... 1,286 46 Fifth 5 years..... 1,354 17	64,999 80 69,062 40 73,125 00 77,187 60 81,250 20	Less payments to June 30, 1912..... \$365,625 00 Amount due 25,999 92 339,625 08
14	Southern Pacific Co.....	25 years from August 1, 1901.	500 00	-----	Less payments to June 30, 1912..... \$150,000 00 Amount due 65,500 00 84,500 00
15	Southern Pacific Co.....	25 years from August 1, 1901.	500 00	-----	Less payments to June 30, 1912..... \$150,000 00 Amount due 65,500 00 84,500 00

16	P. J. Moliterno.....	25 years from May 1, 1909.	First 5 years..... Second 5 years..... Third 5 years..... Fourth 5 years..... Fifth 5 years.....	101 00 105 00 110 00 115 00 120 00	6,060 00 6,300 00 6,600 00 6,900 00 7,200 00	Less payments to June 30, 1912..... Amount due	\$3,060 00 3,838 00 29,222 00
21	Western Pacific Railway Co.	25 years from August 1, 1910.	First 5 years..... Second 5 years..... Third 5 years..... Fourth 5 years..... Fifth 5 years.....	249 09 264 66 280 23 295 79 311 36	14,945 40 15,879 60 16,813 80 17,747 40 18,681 60	Less payments in advance, being $\frac{2}{3}$ of first 5 years..-- Amount due	\$84,067 80 7,472 65 76,595 15
22	Western Pacific Railway Co.	25 years from August 1, 1910.	First 5 years..... Second 5 years..... Third 5 years..... Fourth 5 years..... Fifth 5 years.....	1,346 39 1,430 54 1,514 69 1,598 84 1,682 98	80,783 40 85,832 40 90,881 40 95,930 40 100,978 80	Less payments in advance, being $\frac{2}{3}$ of first 5 years..-- Amount due	\$454,406 40 40,391 62 414,014 78
23	Southern Pacific Co.....	25 years from Octo- ber 1, 1909.	First 5 years..... Second 5 years..... Third 5 years..... Fourth 5 years..... Fifth 5 years.....	990 00 1,325 00 1,475 00 1,650 00 1,800 00	59,400 00 79,500 00 88,500 00 99,000 00 108,000 00	Less payments in advance for first 5 years	\$434,400 00 59,400 00 375,000 00
24	Subdivision A: Associated Oil Co.....	25 years from Octo- ber 1, 1909.	First 5 years..... Second 5 years..... Third 5 years..... Fourth 5 years..... Fifth 5 years.....	214 00 245 00 275 00 306 00 337 00	12,840 00 14,700 00 16,500 00 18,360 00 20,220 00	Less payments in advance for first 5 years	\$82,620 00 12,840 00 69,780 00
24	Subdivision B: Southern Pacific Co....	25 years from Octo- ber 1, 1909.	First 5 years..... Second 5 years..... Third 5 years..... Fourth 5 years..... Fifth 5 years.....	750 00 1,000 00 1,125 00 1,250 00 1,375 00	45,000 00 60,000 00 67,500 00 75,000 00 82,500 00	Less payments in advance for first 5 years	\$330,000 00 45,000 00 285,000 00
						Total amount due.....	\$1,923,162 01

Monthly Income from Union Depot and Ferry Building.

Tenants.	Monthly rentals, July, 1910.	Monthly rentals, June, 1912	Increase.	Decrease.
State Mining Bureau -----	135 00	135 00	-----	-----
California Development Board-----	241 20	115 00	-----	126 20
Pullman Company -----	100 00	100 00	-----	-----
State Prison Board -----	50 00	50 00	-----	-----
State Commissioner of Horticulture -----	30 00	30 00	-----	-----
Wells Fargo & Company -----	1,073 90	3,940 64	2,866 74	-----
State Railroad Commission-----	100 00	-----	-----	100 00
McPartland & Reich-----	450 00	450 00	-----	-----
Pacific Telephone & Telegraph Co.-----	260 00	260 00	-----	-----
F. W. Butler -----	200 00	217 85	17 85	-----
Cohen & Figone -----	139 50	250 00	110 50	-----
Western Union Telegraph Co.-----	80 00	85 00	5 00	-----
Postal Telegraph Co.-----	50 00	50 00	-----	-----
Morton's Special Delivery -----	50 00	50 00	-----	-----
State Labor Bureau -----	115 00	-----	-----	115 00
Union Transfer Company -----	49 12	63 50	14 38	-----
Pacific Transfer Company -----	-----	15 00	15 00	-----
Southern Pacific Company -----	3,988 45	7,300 92	3,312 47	-----
Northwestern Pacific and Santa Fe -----	2,748 84	5,469 59	2,720 75	-----
Key Route -----	1,013 83	2,118 89	1,105 06	-----
Ferry Advertising Company -----	175 00	-----	-----	175 00
Bootblack privileges -----	100 00	120 00	20 00	-----
Weighing machine privileges -----	45 00	52 55	7 55	-----
Piano privileges -----	250 00	350 00	100 00	-----
Foster & O'Rear -----	1 050 00	1,750 00	700 00	-----
Kilbourn & Hayden -----	26 32	-----	-----	26 32
Globe Express Company -----	-----	277 56	277 56	-----
Denison News Company -----	15 00	-----	-----	15 00
Home Telephone Company -----	-----	40 00	40 00	-----
Fred Harvey -----	15 00	-----	-----	15 00
H. R. Thompson -----	15 00	-----	-----	15 00
Brown News Company -----	-----	15 00	15 00	-----
U. S. Customs Service Room No. 1-----	50 00	-----	-----	50 00
U. S. Postal Department -----	200 00	200 00	-----	-----
U. S. Shipping Commission -----	125 00	-----	-----	125 00
Shipowners' Association Pacific Coast -----	75 00	-----	-----	75 00
U. S. Customs Service Room No. 3 -----	-----	50 00	50 00	-----
San Francisco Bar Pilots-----	-----	30 00	30 00	-----
Board of Education -----	-----	10 00	10 00	-----
Totals-----	\$13,016 16	\$23,596 50	\$11,417 86 837 52	\$837 52
Net increase -----	-----	-----	\$10,580 34	-----

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THE PLAN

San Francisco Depot Sinking Fund to San Francisco Harbor Improve
p 11 section 3.....

Statement of the San Francisco Harbor Improvement Fund (State Treasurer, custodian) for the two fiscal years ending June 30, 1912.

Year	Month.	Remittances to State Treasurer.		Drafts drawn by board.
1910	July -----	\$146,436 62	-----	\$113,574 20
	August -----	105,478 94	-----	92,504 70
	September -----	106,452 31	-----	150,748 77
	October -----	108,807 71	-----	77,213 66
	November -----	107,654 13	-----	95,005 24
	December -----	107,918 60	-----	102,303 68
1911	January -----	105,140 18	-----	94,242 83
	February -----	104,033 26	-----	126,542 41
	March -----	102,231 29	-----	70,503 42
	April -----	103,832 30	-----	64,933 58
	May -----	100,173 71	-----	60,249 04
	June -----	103,135 18	-----	70,496 68
	Totals for 1910-11-----	\$1,301,293 63	-----	\$1,118,318 21
1912	July -----	\$108,096 08	-----	\$79,886 54
	August -----	106,762 61	-----	86,574 09
	September -----	105,579 79	-----	85,152 28
	October -----	121,708 31	-----	72,811 97
	November -----	120,812 15	-----	88,494 42
	December -----	95,782 70	-----	85,749 20
	January -----	122,061 48	-----	85,561 38
	February -----	105,134 38	-----	86,728 67
	March -----	110,860 13	-----	84,542 36
	April -----	114,809 25	-----	100,248 16
	May -----	109,545 26	-----	102,806 48
	June -----	106,912 64	-----	125,106 70
	Totals for 1911-12-----	\$1,328,064 78	-----	\$1,083,662 25
	Totals for two years	\$2,629,358 41		\$2,201,980 46
	Drafts returned and canceled -----	10,019 30	Deferred payment drafts paid -----	13,774 56
	Balance in Treasury June 30, 1910-----	230,183 80	Transfers to S. F. Sea- wall Sinking Fund-----	423,899 44
	Transfer from S. F. Depot Sinking Fund (Act 1891, p. 110, sec. 5)	116,265 02	Transfers to Second S. F. Seawall Sinking Fund-----	23,111 10
			Transfers to S. F. Depot Sinking Fund -----	87,989 00
			Part payment of loan from General Fund-----	106,000 00
			Balance in Treasury, June 30, 1912-----	129,071 97
		\$2,985,826 53		\$2,985,826 53

Statement of the San Francisco Harbor Improvement Fund, November 4, 1863, to June 30, 1912.

Fiscal year From the organization of the commission.	Remittances to the credit of San Francisco Harbor Improvement Fund (State Treasurer, custodian).	Drafts on San Francisco Harbor Improvement Fund (State Treasurer, custodian).
1863-64	\$71,897 39	\$47,680 02
1864-65	123,365 23	62,334 82
1865-66	132,023 96	47,568 50
1866-67	268,573 45	64,345 94
1867-68	217,528 06	354,121 12
1868-69	212,532 07	310,213 27
1869-70	180,623 37	272,670 93
1870-71	96,097 20	73,914 13
1871-72	105,877 82	53,944 40
1872-73	91,042 59	80,640 23
1873-74	166,150 23	168,769 62
1874-75	245,369 00	189,549 17
1875-76	249,450 44	146,716 69
1876-77	310,909 33	266,661 37
1877-78	285,521 50	162,712 80
1878-79	274,370 87	241,764 39
1879-80	240,414 91	419,429 27
1880-81	204,782 41	527,487 44
1881-82	249,919 90	131,140 42
1882-83	194,860 84	165,586 90
1883-84	254,497 78	186,588 60
1884-85	259,702 01	376,700 41
1885-86	249,431 18	289,838 61
1886-87	245,509 83	136,926 50
1887-88	294,861 66	244,452 11
1888-89	321,605 12	247,137 61
1889-90	306,148 20	311,633 96
1890-91	319,721 19	232,991 25
1891-92	360,206 68	366,205 44
1892-93	334,575 70	343,632 89
1893-94	281,417 59	315,899 66
1894-95	215,278 73	381,585 26
1895-96	285,523 58	346,501 16
1896-97	256,612 21	281,991 29
1897-98	224,702 65	245,385 94
1898-99	334,943 72	314,371 42
1899-1900	669,814 33	639,353 45
1900-01	725,702 72	745,015 51
1901-02	760,506 95	758,510 69
1902-03	761,337 47	687,986 78
1903-04	898,950 73	926,958 58
1904-05	1,220,947 50	962,696 47
1905-06	916,614 85	1,095,098 73
From State of California (act of special session, 1906, chapter XXXVI)	100,000 00	-----
1906-07	1,171,142 68	1,286,934 73
1907-08	1,074,112 64	1,440,840 88
From State of California (act of special session, 1907, chapter 202, act of March 13, 1907)	250,000 00	-----
1908-09	1,384,895 67	1,186,758 98
1909-10	1,638,762 60	1,669,404 40
1910-11	1,301,293 63	1,118,318 21
1911-12	1,328,064 78	1,083,662 25
Drafts returned and canceled	10,019 30	-----
Transfer from San Francisco Depot Sinking Fund (act 1891, p. 110, sec. 5)	116,265 02	-----
Deferred payment drafts paid	-----	13,774 56
Transfers to San Francisco Seawall Sinking Fund	-----	423,899 44
Transfers to Second San Francisco Seawall Sinking Fund	-----	23,111 10
Transfers to San Francisco Depot Sinking Fund	-----	87,989 00
Part payment of loan from General Fund	-----	106,000 00
Balance in Treasury, June 30, 1912	-----	129,071 97
Totals	\$22,794,479 27	\$22,794,479 27

Proceeds of the Sales of Bonds for the San Francisco Seawall Fund.

June 25, 1907	By sale of bonds, 250 at par value of \$1,000 each.....	\$250,000 00
June 25, 1907	By premium on same.....	11,850 00
July 27, 1908	By interest	739 73
July 27, 1908	By sale of bonds, 500 at par value of \$1,000 each.....	500,000 00
Jan. 31, 1909	By interest	611 00
Jan. 31, 1909	By sale of bonds, 500 at par value of \$1,000 each.....	500,000 00
Jan. 31, 1909	By premium on same.....	5,025 00
July 19, 1909	By interest	719 35
July 19, 1909	By sale of bonds, 500 at par value of \$1,000 each.....	500,000 00
Jan. 15, 1910	By interest	305 55
Jan. 15, 1910	By sale of bonds, 250 at par value of \$1,000 each.....	250,000 00
Total proceeds		\$2,019,250 63
Less interest transferred to Harbor Improvement Fund		2,375 63
		\$2,016,875 00
Total disbursements		\$2,014,407 12
Balance in Treasury, June 30, 1912.....		2,467 88
		\$2,016,875 00

NOTE.—The items of interest are not included in the balance on hand of the Seawall Fund as they were placed to the credit of the Harbor Improvement Fund.

Second San Francisco Seawall Fund.

Dec. 1, 1911	By sale of bonds, 1,000 at par value of \$1,000 each.....	\$1,000,000 00
Dec. 1, 1911	By premium on same.....	5,008 00
Total disbursements		\$1,005,008 00
Balance in Treasury, June 30, 1912.....		34,196 44
		\$970,811 56

Disbursements of the San Francisco Seawall Fund for the two fiscal years from July 1, 1910, to June 30, 1912, including construction, pay roll, materials, pile driving, and all other details of building seawall, bulkheads, etc.

Year.	Month.	Amount disbursed.
1910	July	\$53,768 90
	August	43,659 27
	September	7,774 75
	October	10,063 97
	November	77,302 35
	December	17,141 25
1911	January	5,206 00
	February	11,892 70
	March	7,220 25
	April	11,665 75
	May	12,404 20
	June	12,072 97
	July	5,537 25
	August	3,831 90
	September	26,965 30
Total disbursements		\$306,506 81
Disbursed prior to July 1, 1910.....		\$1,707,900 31
Grand total		\$2,014,407 12

Second San Francisco Seawall Fund.

1912	April	\$11,681 00
	May	7,126 39
	June	15,389 05
Total disbursements		\$34,196 44

Statement of Sinking Funds, June 30, 1912.

	San Francisco Seawall Sinking Fund.			Second San Francisco Seawall Sinking Fund.			San Francisco Depot Sinking Fund.		
	Sinking fund.	Interest	Total.	Sinking fund.	Interest.	Total.	Sinking fund.	Interest.	Total.
1910—July	To amount transferred from S. F. Harbor Improvement Fund-----								
Aug.	do								
Sept.	do								
Oct.	do								
Nov.	do								
Dec.	do								
1911—Jan.	do								
Feb.	do								
Mar.	do								
Apr.	do								
May	do								
June	do								
July	do								
Aug.	do								
Sept.	do								
Oct.	do								
Nov.	do								
Dec.	do								
1912—Jan.	do								
Feb.	do								
Mar.	do								
Apr.	do								
May	do								
June	do								
Totals for two fiscal years-----	\$203,890 44	\$160,000 00	\$363,890 44		\$23,111 10		\$49,989 00	\$38,000 00	\$87,989 00
Transferred prior to June 30, 1910-----	\$207,682 97	\$131,388 85	\$339,071 82				\$549,879 00	\$418,000 00	\$967,879 00
Totals-----	\$471,582 41	\$291,388 85	\$762,971 26		\$23,111 10		\$599,868 00	\$456,000 00	\$1,055,868 00

**Statement of Deferred Payment Draft Account for the two fiscal years from
July 1, 1910, to June 30, 1912.**

DRAFTS MATURED AND PAID.

Date of payment.	Draft No.	To whom paid.	Amount.	Total.
Aug., 1910	360	Healy, Tibbitts & Co.....	\$4,591 52	\$4,591 52
Nov., 1910	361	Healy, Tibbitts & Co.....	\$4,591 52	
Feb., 1911	362	Healy, Tibbitts & Co.....	\$4,591 52	4,591 52
				4,591 52
		Total		\$13,774 56

Deferred payment draft account closed.

Cost of Dredging per hour.

	Year ending June 30, 1911.	Year ending June 30, 1912.
Labor	\$6 84	\$6 90
Repairs	1 34	3 28
Fuel	1 72	1 63
Ship chandlery, etc.	1 12	69
Totals	\$11 02	\$12 50

Statement of cost of Dredging by years, commencing June 30, 1875.

Fiscal year ending	Salaries of employees.	Repairs.	Fuel.	Ship Chandler, water, etc.	Miscellaneous, including, dockers, dredgers, towing, etc.	Total.	Number of yards dredged.	Number of hours worked.	Cost per cubic yard cents.
June 30, 1875.	\$11,663 97	\$10,362 99	\$8,639 00	\$1,386 64	\$1,783 11	\$33,835 71	303,429	2,348½	11.15
June 30, 1876.	11,392 98	7,639 43	8,224 04	1,660 85	1,905 89	31,363 19	342,638	2,634	9.15
June 30, 1877.	11,980 99	4,041 44	5,971 71	1,582 10	1,676 70	25,252 94	280,197	2,478½	9.01
June 30, 1878.	17,188 80	7,372 48	7,754 86	2,666 37	3,231 89	38,214 40	423,654	3,080	9.02
June 30, 1879.	26,201 70	14,963 90	11,755 12	5,443 70	2,090 26	60,454 68	843,879	4,694	7.16
June 30, 1880.	27,202 59	8,824 19	11,115 11	4,184 65	348 74	51,675 28	749,011	4,323	6.89
June 30, 1881.	25,948 49	10,196 63	11,037 15	4,194 44	85 81	51,462 52	732,919	3,962	7.02
June 30, 1882.	25,860 00	9,556 57	8,925 33	4,101 10	300 45	48,743 45	639,570	3,639½	7.62
June 30, 1883.	25,860 01	12,152 06	9,093 05	3,800 58	551 80	51,457 50	635,322	3,776½	8.10
June 30, 1884.	26,358 00	20,906 35	9,838 60	3,627 45	50 00	60,780 40	643,100	3,663½	9.45
June 30, 1885.	26,896 24	11,610 58	10,074 34	3,657 64	20 00	52,258 80	680,700	3,652½	7.67
June 30, 1886.	26,634 65	6,293 18	9,886 55	3,841 02	20 00	46,675 40	678,900	3,753	6.87
June 30, 1887.	26,320 00	36,872 40	7,911 49	4,435 62	2,307 48	78,046 99	601,800	3,175½	12.97
June 30, 1888.	27,787 00	10,264 87	11,339 27	4,154 26	537 30	54,082 70	717,600	3,797½	7.53
June 30, 1889.	27,847 00	21,004 76	9,392 65	3,292 77	887 78	62,424 96	536,800	3,010	11.63
June 30, 1890.	27,825 87	10,403 04	9,377 93	3,671 54	310 53	51,588 91	645,300	3,298	7.99
June 30, 1891.	28,112 45	8,919 66	10,163 75	3,735 55	2,299 40	53,230 81	569,300	3,206½	9.35
June 30, 1892.	28,151 00	14,121 49	9,545 08	3,736 01	528 12	56,081 70	522,400	3,568	10.73
June 30, 1893.	27,655 72	12,858 62	8,596 79	3,533 20	1,362 00	54,006 33	641,400	3,127	8.42
June 30, 1894.	28,350 30	17,505 81	8,931 46	3,099 30	471 00	58,357 87	677,200	3,743½	8.62
June 30, 1895.	28,516 20	39,226 19	7,959 10	3,683 94	279 00	79,664 43	537,400	2,751	14.82
June 30, 1896.	28,493 81	14,132 13	8,713 25	5,208 95	90 88	56,639 02	567,300	3,055	8.61
June 30, 1897.	28,515 00	16,519 35	7,118 87	3,411 09	122 00	55,686 31	691,600	3,229	8.05
June 30, 1898.	28,910 90	13,611 64	6,986 15	4,550 97	219 15	54,278 81	645,600	2,917	8.40
June 30, 1899.	30,967 00	12,490 49	5,874 71	4,559 31	211 40	54,102 91	671,800	2,864	8.05
June 30, 1900.	29,319 35	21,239 27	6,808 50	2,985 72	240 95	60,593 79	670,700	2,903	9.03
June 30, 1901.	27,720 40	8,332 02	7,603 23	2,480 59	30 00	46,166 24	794,800	3,521½	5.80
June 30, 1902.	32,012 05	15,679 90	8,256 21	3,329 91	216 80	59,494 87	810,400	3,808	7.34
June 30, 1903.	34,260 50	12,359 60	8,816 91	3,359 58	77 40	58,873 99	856,900	4,367	6.87
June 30, 1904.	38,727 10	51,693 18	10,473 26	6,078 04	62 85	107,034 35	1,046,240	4,722	10.23
June 30, 1905.	40,043 65	79,291 12	9,134 75	5,113 00	2,287 07	135,870 08	1,159,250	4,993	11.72
June 30, 1906.	38,015 70	12,574 12	7,004 74	4,401 56	90 00	62,086 12	924,900	4,389	6.71
June 30, 1907.	41,446 40	12,251 50	9,457 34	6,646 18	90 00	69,891 42	1,056,700	4,882	6.61
June 30, 1908.	40,656 30	21,218 48	12,159 39	6,709 82	782 00	81,525 99	900,500	4,364	9.05
June 30, 1909.	58,894 70	27,444 34	16,308 67	10,471 82	3,995 00	117,114 53	1,456,950	9,160	8.04
June 30, 1910.	63,777 73	15,883 27	17,541 08	14,612 92	-----	111,815 00	1,536,250	9,702	7.28
June 30, 1911.	65,871 05	12,870 70	16,558 88	10,843 92	-----	106,144 55	1,331,500	9,632	7.97
June 30, 1912.	66,502 60	31,728 44	15,814 86	6,733 34	-----	120,779 24	1,338,689	9,668	9.02

Financial Statement of the Belt Railroad from 1891 to June 30, 1912.

Fiscal year ending June 30.	Disbursements.			Total.	Revenue.			
	Construction and equipment.	Maintenance and operation.			Construction.	Sale of old material.	Switching cars.	Total.
1891	\$327 61	-----		\$327 61	-----	-----	\$4,580 75	\$4,580 75
1892	74,188 90	\$7,118 56		81,307 46	-----	-----	12,039 00	12,039 00
1893	4,496 68	11,436 42		15,933 10	-----	-----	10,775 25	10,775 25
1894	50 69	14,592 94		14,643 63	-----	-----	10,118 75	10,118 75
1895	11,587 38	19,167 88		30,755 26	-----	-----	11,730 00	17,664 25
1896	-----	15,189 01		15,189 01	-----	\$5,934 25	11,619 25	11,619 25
1897	-----	11,422 57		11,422 57	-----	-----	13,313 50	13,313 50
1898	-----	18,458 63		18,458 63	-----	-----	17,090 25	17,090 25
1899	-----	25,539 38		25,539 38	-----	-----	19,402 25	19,402 25
1900	-----	37,476 81		37,476 81	-----	-----	27,477 00	27,477 00
1901	37,519 31	38,827 27		76,346 58	-----	-----	38,992 53	38,992 53
1902	19,314 90	48,001 86		67,316 76	\$62 27	-----	47,266 20	47,328 47
1903	14,242 48	43,408 15		57,650 63	-----	-----	71,924 12	71,924 12
1904	11,054 72	69,289 04		80,343 76	-----	-----	79,673 75	79,806 25
1905	300 00	70,761 93		71,061 93	-----	132 50	77,787 25	78,006 94
1906	-----	66,823 39		66,823 39	-----	219 69	-----	-----
		Maintenance.	Operation.					
1907	-----	\$35,871 89	\$45,456 72	81,328 61	-----	10 00	89,971 00	89,981 00
1908	-----	75,880 20	51,183 87	139,937 07	-----	3,116 50	113,565 00	116,681 50
1909	12,873 00	50,096 88	33,514 71	83,611 59	-----	-----	131,116 00	131,116 00
1910	44,422 87	47,871 98	40,463 53	132,758 38	-----	-----	131,453 00	131,453 00
1911	22,997 61	44,689 84	63,628 84	131,316 29	-----	-----	154,765 00	154,765 00
1912	15,644 02	29,706 17	74,758 35	120,108 54	-----	17 90	165,630 00	165,647 90
Totals	\$269,020 17	\$1,090,636 82		\$1,359,656 99	\$62 27	\$9,430 84	\$1,240,289 85	\$1,249,782 96

Rates of Towage for the Port of San Francisco.

(The Board of State Harbor Commissioners has no jurisdiction over towage charges, which are fixed by the towboat owners.)

TONNAGE OF VESSELS.

	350 to 450	450 to 550	550 to 650	650 to 750	750 to 850	850 to 950	950 to 1,050
Stream to city front-----	\$12 50	\$12 50	\$15 00	\$15 00	\$17 50	\$20 00	\$20 00
Stream to Oakland wharf or refinery-----	15 00	15 00	20 00	20 00	22 50	25 00	25 00
Stream to Oakland creek---	22 50	25 00	30 00	30 00	35 00	40 00	40 00
Stream to sea with hawser---	30 00	35 00	40 00	45 00	50 00	55 00	55 00
Stream to Point Richmond---	25 00	30 00	35 00	37 50	40 00	42 50	45 00
Stream to Point San Pablo---	30 00	35 00	37 50	40 00	42 50	45 00	47 50
Stream to Port Costa-----	45 00	50 00	52 50	55 00	57 50	62 50	65 00
Extra to lightship-----	20 00	25 00	25 00	25 00	25 00	25 00	25 00

	1,050 to 1,150	1,150 to 1,250	1,250 to 1,350	1,350 to 1,450	1,450 to 1,550	1,550 to 1,650	1,650 to 1,800
Stream to city front-----	\$22 50	\$22 50	\$25 00	\$25 00	\$25 00	\$25 00	\$25 00
Stream to Oakland wharf or refinery-----	27 50	27 50	30 00	30 00	35 00	35 00	35 00
Stream to Oakland creek---	45 00	45 00	45 00	50 00	50 00	55 00	55 00
Stream to sea with hawser---	55 00	60 00	60 00	65 00	65 00	65 00	70 00
Stream to Point Richmond---	47 50	47 50	50 00	50 00	55 00	55 00	60 00
Stream to Point San Pablo---	50 00	50 00	55 00	55 00	60 00	60 00	65 00
Stream to Port Costa-----	67 50	70 00	72 50	72 50	75 00	80 00	85 00
Extra to lightship-----	25 00	25 00	25 00	25 00	25 00	25 00	25 00

Oakland creek to sea direct pays Oakland creek towage and sea towage, less \$5.00.
 Port Costa to sea direct pays Port Costa towage and sea towage, less \$10.00.

Pilot charges at San Francisco.

(The State Board of Harbor Commissioners has no jurisdiction over pilot charges, which are fixed by act of legislature, Political Code, article VI, par. 2466.)

All vessels under 500 net tons-----\$3 per foot draft.

All vessels over 500 net tons-----\$3 per foot draft and 3 cents for every ton.

These rates are compulsory and must be paid by every vessel spoken, inward or outward bound, except vessels under enrollment and licensed and engaged in the coasting trade between San Francisco and other United States ports, and vessels engaged in the whaling and fishing trades, which shall be exempt from all pilotage unless a pilot is actually employed. In all cases where inward-bound vessels are not spoken until inside the bar, the rates are reduced one half.

Contract Work under way at date of last Biennial Report.

No.	Description.	Contractors.	Date of contract.	Contract price.	Date of payments	Amount.	Total.	Date of completion.
14	Electric current for lighting the Union Depot and Ferry House and other buildings, wharves, streets, etc., for three years.	Mutual Electric Light Co.	July 1, '07	Arc lights of 2,000 c. p., at \$1.30 per week each. \$0.0294 per 1,000 watt hours electric current for incandescent lighting.	Paid prior to July 1, '10 July 21, '10	\$45,764 40 1,639 50		
37	Furnish and deliver fuel oil for three years from January 2, 1908.	Union Oil Co.	Dec. 19, '07	\$1.00 per barrel	Paid prior to July 1, '10 July 25, '10 Aug. 18, '10 Sept. 16, '10 Oct. 24, '10 Nov. 18, '10 Dec. 19, '10 Jan. 21, '11	\$26,679 09 442 83 1,619 96 614 51 1,907 16 1,151 15 1,837 99 1,925 51	\$37,403 90	June 30, '10
76	Furnishing piles for three years.	Hammond Lumber Co.	Oct. 29, '08	12 and 13 inch butts, 14 cents per lin. ft.; 14 and 15 inch butts, 16 cents per lin. ft. 16, 17 and 18 inch butts, 18 cents per lin. ft.	Paid prior to July 1, '10 July 25, '10 Aug. 18, '10 Sept. 16, '10 Oct. 24, '10 Nov. 18, '10 Dec. 19, '10 Jan. 21, '11 Feb. 20, '11 Mar. 16, '11 Apr. 26, '11 May 9, '11 June 9, '11 July 7, '11 Aug. 19, '11 Sept. 30, '11 Oct. 31, '11 Nov. 28, '11 Dec. 30, '11	\$76,730 46 2,197 78 2,491 98 3,488 66 3,250 52 7,234 56 7,728 26 7,295 94 2,790 72 5,880 10 6,700 24 6,217 16 6,909 98 3,649 76 4,717 04 4,134 10 259 92 2,780 78 1,451 94	\$36,178 20	Jan. 2, '11
							155,309 90	Nov. 11, '11

Contract Work under way at date of last Biennial Report—Continued.

No.	Description.	Contractors.	Date of contract.	Contract price.	Date of payment.	Amount.	Total.	Date of completion.
77	Furnishing lumber for two years.....	Hickman & Masterson (assigned to N. H. Hickman, May 31, 1909).	Nov. 5, '08	Prices as per bid on file in Secretary's office.	Paid prior to July 1, '10 July 25, '10 Aug. 18, '10 Sept. 16, '10 Oct. 24, '10 Nov. 18, '10 Dec. 15, '10	\$109,105 33 4,445 51 7,037 56 3,897 99 5,024 93 4,460 89 1,088 11		
88a	Construction of Pier No. 34.....	Associated Contracting Co. (assigned to Wes- tern Pacific Railway Co., Sept. 16, 1909).	Mar. 18, '09	\$167,730 00	Paid prior to July 1, '10 Aug. 5, '10 Sept. 8, '10	\$119,507 62 6,289 88 41,932 50	135,060 32	Nov. 5, '10
92	Furnish not less than 60,000 nor more than 200,000 barrels of cement from Daven- port, Cal.	Santa Cruz Portland Cement Co.	May 6, '09	\$1.90 per barrel, f. o. b, San Francisco	Paid prior to July 1, '10 July 25, '10 Aug. 18, '10 Sept. 16, '10 Oct. 24, '10 Dec. 19, '10 May 6, '11 June 30, '11	\$65,207 50 23,241 65 3,404 62 4,325 90 268 50 2,053 10 4,982 95 4,619 72	167,730 09	Aug. 4, '10
96a	Construction of Section 9 of the Seawall*..	Associated Contracting Co.	June 17, '09	\$261,000 00 15,037 71 \$255,962 29 \$31 60 \$255,890 69 1233 30 \$256,113 99	Paid prior to July 1, '10 July 28, '10 Aug. 25, '10 Oct. 13, '10 Oct. 14, '10 Nov. 17, '10	\$117,450 00 23,362 50 39,150 00 4,698 19 233 30 66,350 00	108,103 94	June 30, '11
							257,213 93	Oct. 13, '10

NOTE.—It was stipulated in this contract that if at any time during its life cement was sold in the market at a lower price than specified in the contract, the Board should receive the benefit of the difference. Evidence of such sales having been proved, the contractors issued credit memorandums against outstanding bills as follows:

April 20, 1910, 25 cents per barrel rebate on 31,755 barrels.....\$7,938 75
 June 23, 1911, 25 cents per barrel rebate on 26,407 barrels.....6,601 75

Total\$14,540 50

*Bonus paid, 22 days at \$50 per day, \$1,100.00.

†Less rock not used, 4198.09 tons at \$1.20 per ton.

\$Less cement sacks lost and destroyed, 816 sacks at 10 cents per sack.

‡Plus extra work.

Contract Work under way at date of last Biennial Report—Continued.

No.	Description.	Contractors.	Date of contract.	Contract price.	Date of payment.	Amount.	Total.	Date of completion.
105	Cleaning East street-----	San Francisco Teaming Co. (assigned to Chester N. Weaver, June 23, 1910.	July 1, '09	98 cents per 1,000 sq. yds. on District No. 7; 67 cents per 1,000 sq. yds. on Districts Nos. 1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 12.	Paid prior to July 1, '10 July 25, '10 1,528 17 Aug. 18, '10 1,538 68 Sept. 16, '10 1,637 90 Oct. 24, '10 1,392 62 Nov. 18, '10 1,353 06 Dec. 19, '10 1,169 77 Jan. 21, '11 1,137 34 Feb. 20, '11 751 88 Mar. 16, '11 896 77 Apr. 26, '11 1,063 92 May 9, '11 1,271 84 June 17, '11 1,429 14 July 14, '11 1,464 71	\$13,717 64		
110	Repiiling and repairing the different wharves, piers, bulkheads and ferry slips.	Healy-Tibbitts Construction Co.	Oct. 7, '09	Prices as per bid on file in Secretary's office.	Paid prior to July 1, '10 July 8, '10 8,712 67 Aug. 5, '10 8,820 29 Sept. 7, '10 8,063 55 Oct. 6, '10 10,293 39 Nov. 3, '10 2,951 62	\$53,295 99	\$30,353 44	June 30, '11
113	Pave East street from King street to north of First street, and also portions of King, Japan and Townsend streets.†	Flinn & Treacy -----	Dec. 2, '09	Prices as per bid on file in Secretary's office.	Paid prior to July 1, '10 July 15, '10 9,486 23 Aug. 5, '10 2,847 16 Sept. 8, '10 8,561 35 Sept. 29, '10 374 62	\$13,497 55	92,137 51	Oct. 7, '10
117a	Construction of Pier No. 54-----	Thomson Bridge Co.-----	Nov. 24, '09	\$263,000 00	Paid prior to July 1, '10 July 28, '10 25,642 50 Sept. 29, '10 23,670 00 Nov. 23, '10 11,835 00	\$132,157 50	34,766 91	Aug. 4, '10

118	Turnish all labor and materials and repair all slingie roofs.	Ralph Kulloch Co.	Jan. 13, '10	Prices as per bid on file in Secretary's office.	Jan. 12, '11 Feb. 16, '11 Oct. 20, '10 Nov. 30, '10 Jan. 12, '11 Feb. 16, '11	8,945 00 65,750 00 \$161 62 53 87 1,063 21 354 41	263,000 00	Jan. 12, '11
120	Remove Pier No. 20 (Stewart-street wharf)	Associated Contracting Co.	Feb. 24, '10	\$2,985 00	Sept. 29, '10 Nov. 23, '10	\$2,238 75 746 25	1,633 11	Dec. 31, '10
123	Furnish and deliver 1,100 more or less, creosoted piles, ship's tackle, San Francisco.	Puget Sound Wood Preserving Co.	Apr. 21, '10	42 cents per lineal foot.	July 25, '10 July 23, '10 Aug. 5, '10 Aug. 25, '10 Sept. 7, '10 Sept. 8, '10 Sept. 29, '10 Oct. 6, '10 Nov. 3, '10 Nov. 3, '10 Dec. 8, '10 Dec. 8, '10 Jan. 12, '11	\$9,655 69 1,783 47 4,381 02 3,218 57 2,360 97 1,460 34 1,371 51 786 99 457 17 3,208 97 3,121 97 1,069 66 1,040 65	2,535 00	Sept. 29, '10
125	Blasting rock at Pier No. 54.	Thomson Bridge Co.	June 23, '10	\$18,600 00	Aug. 25, '10 Sept. 29, '10 Nov. 23, '10	\$4,743 00 4,464 00 3,348 00	33,916 98	Dec. 8, '10
124	Credit contract—Purchase of old lumber for the term of one year.	G. A. Love.....	June 23, '10	\$2.25 per M. ft., B. M.	-----	\$1,236 95	12,555 00 1,236 95	† Jan. 23, '11

NOTE.—The Thomson Bridge Co., contractors, made claim against the Board of State Harbor Commissioners for the sum of approximately \$8,000.00, alleged to be due them on account of damages caused by reason of delay in not being permitted to complete the contract. The matter was settled upon the payment by the Board, February 29, 1912, of the sum of \$2,000.00.

† Bonus paid, 26 days at \$25 per day, \$650.00.

‡ Work disputed. Board to adjust claim.

Work contracted for and completed within the Biennial Term, July 1, 1910, to June 30, 1912.

No.	Description.	Contractors.	Date of contract.	Contract price.	Date of payment.	Amount.	Total.	Date of completion.
127	Removal of slip and wharves of the Santa Fé Railway (Main and Bryant streets)	Mercer-Fraser Co. -----	July 14, '10	\$2,900 00	Oct. 6, '10 Nov. 10, '10	\$2,175 00 725 00		
127a	Construction of Section No. 10 of the Seawall.	Mercer-Fraser Co. -----	July 17, '10	119,400 00	Oct. 6, '10 Nov. 3, '10 Dec. 8, '10 Jan. 12, '11	\$3,582 00 8,955 00 14,328 00 4,477 50	\$2,900 00	Oct. 6, '10
				*450 00				
				\$119,850 00	Feb. 4, '11 Mar. 11, '11	11,193 75 6,716 25		
				19,988 80	Apr. 8, '11	11,193 75		
				\$109,861 20	May 5, '11 June 15, '11 July 14, '11 Aug. 3, '11 Sept. 7, '11	6,716 25 6,716 25 4,925 25 3,591 90 27,465 30		
					Less penalty	\$109,861 20 500 00	109,361 20	Aug. 2, '11
132	Furnishing materials (except cement) and labor for covering piles with reinforced concrete for one year.	Healy-Tibbitts Construction Co.	Sept. 15, '10	\$1.73 per lineal foot..	Mar. 9, '11	\$157 43	157 43	Sept. 15, '11
133	Furnishing and delivery of lumber for one year.	N. H. Hickman-----	Oct. 27, '10	Prices as per bid on file in Secretary's office.	Dec. 19, '10 Jan. 21, '11 Feb. 20, '11 Mar. 16, '11 Apr. 26, '11 May 29, '11 June 23, '11 July 27, '11 Oct. 26, '11 Jan. 11, '12	\$4,350 42 3,777 35 3,745 42 2,557 97 2,829 80 2,948 21 3,862 30 5,040 66 3,185 24 8,412 51	40,709 88	Oct. 27, '11

134	Furnishing and delivery of fuel oil into tanks on the water front for one year from January 3, 1911.	Union Oil Co.-----	Nov. 3, '10	85c per barrel-----	<div> <div> Feb. 20, '11 Mar. 20, '11 Apr. 26, '11 May 9, '11 June 9, '11 July 7, '11 Aug. 19, '11 Sept. 8, '11 Oct. 31, '11 Nov. 23, '11 Dec. 30, '11 Jan. 29, '12 Feb. 13, '12 </div> <div> \$419 76 1,630 20 571 81 1,531 05 1,243 29 333 78 1,642 14 1,470 46 1,638 80 1,297 41 281 16 559 28 1,097 67 </div> </div>	<div> Jan. 3, '12 </div>
135	Widening of Pier No. 21, making alterations to shed, and laying railroad track on pier and joining bulkhead wharf.	Hyde, Harjes & Co.----	Oct. 6, '10 Extrns	<div> \$10,877 00 514 35 </div>	<div> Dec. 19, '10 Jan. 5, '11 </div> <div> \$8,157 75 514 35 </div>	<div> Jan. 3, '12 </div>
136	Replanting and repairing the different wharves, piers, bulkheads and ferry slips.	Healy-Tribbitts Construction Co.	Oct. 6, '10	Prices as per bid on file in Secretary's office	<div> Jan. 21, '11 </div> <div> 2,719 25 </div>	<div> Jan. 21, '11 </div>
137	Furnishing materials and repairing shingle roofs of sheds for one year.	Eugene Bruce -----	Jan. 19, '11	Prices as per bid on file in Secretary's office.	<div> Nov. 3, '10 Dec. 8, '10 Jan. 5, '11 Feb. 11, '11 Mar. 15, '11 Apr. 7, '11 May 5, '11 June 15, '11 June 23, '11 July 11, '11 Aug. 3, '11 Aug. 17, '11 Sept. 7, '11 Nov. 2, '11 </div> <div> \$12,991 00 12,456 20 10,436 20 6,394 81 6,451 62 8,386 49 8,778 67 8,175 67 492 15 6,802 51 9,063 47 768 72 5,673 67 872 10 </div>	<div> Jan. 21, '11 </div>
138	Furnishing locomotive and tender for Belt Railroad.	Vulcan Iron Works.	Feb. 9, '11	Prices as per bid on file in Secretary's office.	<div> Oct. 26, '11 Nov. 30, '11 </div> <div> \$8,838 75 2,946 25 </div>	<div> Oct. 6, '11 </div>
139	Less repairs				<div> \$11,785 00 502 88 </div>	<div> Oct. 21, '11 </div>

Work contracted for and completed within the Biennial Term, July 1, 1910, to June 30, 1912—Continued.

No.	Description.	Contractors.	Date of contract.	Contract price.	Date of payment.	Amount.	Total.	Date of completion.
141	Construction of grain elevator and foundation at Section 3, Seawall.	Will E. Keller-----	Feb. 23, '11	\$13,500 00	June 30, '11 Aug. 24, '11 Sept. 28, '11 Nov. 2, '11	\$4,556 25 3,543 75 2,025 00 3,375 00		
145	Creosoting and delivering 600 piles-----	Puget Sound Wood Preserving Co.	July 14, '11	12-inch butts, 35c----- 14-inch butts, 35c----- 16-inch butts, 41c-----	Sept. 14, '11 Oct. 19, '11 Nov. 9, '11 Dec. 14, '11	\$5,048 66 1,682 89 6,002 80 2,000 94	\$13,500 00	Sept. 23, '11
152	Furnishing 125,000 basalt paving blocks--	Wymore Bros. -----	Apr. 25, '12	\$7,437 50	June 7, '12	\$7,437 50	14,735 29	Nov. 9, '11
157	Furnishing 246 creosoted piles-----	H. R. Rood & Co.-----	Apr. 28, '11	40c per lineal foot----	July 7, '11 Aug. 3, '11 Aug. 11, '11	\$4,905 60 922 90 1,635 20	7,437 50	June 7, '12
							7,463 70	July 7, '11

*Changes in plan to accommodate railroad track.

†Less 8,324 tons of rock not required.

Work contracted for since date of last Biennial Report, but not yet completed.

No.	Description.	Contractors.	Date of contract.	Contract price.	Date of payment.	Amounts.	Total.
126	Furnishing electric light and power for three years.	Mutual Electric Light Co.	July 7, '10	\$1.25 per arc of 2,000 candle power \$0.0275 per 1,000 watt hours electric current.	Aug. 18, '10 Sept. 15, '10 Oct. 24, '10 Nov. 18, '10 Dec. 19, '10 Jan. 21, '11 Feb. 20, '11 Mar. 16, '11 Apr. 26, '11 May 9, '11 June 9, '11 July 13, '11 Aug. 19, '11 Sept. 30, '11 Oct. 30, '11 Nov. 28, '11 Dec. 30, '11 Jan. 29, '12 Mar. 8, '12 Apr. 4, '12 Apr. 20, '12 May 29, '12 June 21, '12	\$1,663 85 1,692 89 1,804 44 1,788 65 1,818 50 1,987 29 1,887 18 1,684 92 1,800 88 1,685 77 1,688 75 1,713 40 1,779 06 1,831 52 1,780 00 1,838 36 1,865 07 1,931 09 2,082 43 1,802 09 2,053 12 1,918 12 1,894 59	\$42,141 97
143	Furnishing piles for two years-----	Hammond Lumber Co.	Dec. 7, '11	12 and 13 inch butts 12c. per lineal foot. 14 and 15 inch butts, 13c. per lineal foot. 16, 17 and 18 inch butts, 15c. per lineal foot.	Dec. 30, '11 Jan. 29, '12 Feb. 13, '12 Mar. 8, '12 Apr. 4, '12 May 9, '12 June 6, '12	\$1,451 94 3,316 98 3,398 80 4,310 68 6,261 58 10,068 76 8,717 67	
146	Furnishing creosoted piles for one year--	Puget Sound Wood Preserving Co.	Dec. 14, '11	Prices as per bid on file in Secretary's office.	Apr. 4, '12 June 21, '12	\$5,816 48 13,008 87	37,526 41 18,825 35

Work contracted for since date of last Biennial Report, but not yet completed—Continued.

No.	Description.	Contractors.	Date of contract.	Contract price.	Date of payment.	Amounts.	Total.
147	Furnishing and delivering fuel oil for three years.	Standard Oil Co.	Jan. 17, '12	65c. per barrel	Feb. 29, '12 Mar. 28, '12 Apr. 26, '12 May 6, '12 June 21, '12	\$110 98 207 51 844 16 30 63 236 95	
148	Furnishing and delivering fuel oil for three years.	Associated Oil Co.	Jan. 17, '12	65c. per barrel	Feb. 29, '12 Mar. 28, '12 Apr. 4, '12 May 4, '12	\$102 70 910 64 214 92 1,142 66	\$1,436 23
149	Furnishing 75,000 barrels of Portland cement for one year.	Henry Cowell Lime and Cement Co.	Mar. 28, '12	\$1.64 per barrel	Apr. 25, '12 May 9, '12	\$2,988 80 1,454 95	2,370 92
150	Drilling and blasting for the removal of submerged rock underlying proposed pier No. 26, and extending to either side.	O'Brien Bros. & Smith	Apr. 16, '12	\$0,970 00	June 6, '12	\$3,738 75	4,443 75
151 153 154	Widening of Pier No. 12 Special track work for the Belt Railroad Installation of fuel oil burning systems in boiler room, Union Depot, Ferry House, tugs "Gov. Markham" and "Gov. Irwin," and Dredger No. 2.	Thomson Bridge Co. Pennsylvania Steel Co. United Engineering Works.	Apr. 25, '12 May 9, '12 May 9, '12	2,133 00 9,474 00 10,205 15			3,738 75
155	Construction of Piers No. 30 and No. 32, and bulkhead wharf and retaining wall on Section 11a, Seawall.	Robert Wakefield (Transferred to Pacific Wakefield Co.)	May 16, '12	975,981 00			
156	Construction of wood block pavement on Piers No. 30 and No. 32.	Carbolineum Wood Preserving Co.	May 29, '12	24,055 20			

153	Cleaning the Embarcadero, commonly known as East street.	Chester N. Weaver----	June 30, '11	District 7, 98c. per 1,000 sq. yds. Districts 1, 2, 3, 4, 5a, 5b, 6a, 6b, 8, 9, 10, 11, and 12, 54c. per 1,000 sq. yds.	Aug. 19, '11 \$1,308 22 Sept. 30, '11 1,332 62 Oct. 30, '11 1,258 76 Nov. 28, '11 1,297 29 Dec. 30, '11 1,187 70 Jan. 29, '12 995 04 Feb. 29, '12 705 14 Mar. 8, '12 1,060 07 Apr. 4, '12 993 00 May 6, '12 1,199 54 June 7, '12 1,262 26	\$12,617 64
159	Furnishing and delivering of lumber for one year.	Loop Lumber Co.-----	Nov. 23, '11	Prices as per bid on file in Secretary's office.	Dec. 30, '11 \$1,169 00 Feb. 13, '12 5,663 86 Feb. 29, '12 6,569 07 Mar. 28, '12 3,748 92 Apr. 26, '12 3,154 87 May 11, '12 5,105 67 June 21, '12 7,492 26	32,848 65
160	Construction of Pier No. 17 and shed foot of Union street.	Healy-Tilbitts Construction Co.	Jan. 22, '12	\$263,400 00	Apr. 4, '12 \$8,692 20 May 9, '12 5,531 40 June 13, '12 7,506 90	21,730 50
161	Furnishing 6-wheeled saddle tank locomotive engine.	Baldwin Locomotive Works.	May 23, '12	10,500 00		
162	Constructing and delivering f. o. b. Belt Railroad a 20-ton locomotive crane.	Industrial Works -----	May 31, '12	9,000 00		
163	Furnishing materials and constructing Pier No. 26.	Grant, Smith & Co.---	Aug. 10, '12	517,650 00 with unit prices.		
164	Construction of Pier No. 28 with steel and concrete shed.	San Francisco Bridge Co.	Aug. 10, '12	\$358,400 00 with unit prices.		

PART VII.

SHIPPING STATISTICS.

SHIPPING STATISTICS.

Ocean Steamers arriving and docking at State Wharves of San Francisco during two fiscal years from July 1, 1910, to June 30, 1912.

NOTE.—By "arrivals" is meant arrival in port, accompanied by docking at the state wharves. Arrivals without docking at the state wharves are not recorded. There may be more than one docking for any arrival. Net tonnage is by American measurement wherever obtainable; where not obtainable, it is by Lloyds, and marked*.

Nationality.	Name.	Arrivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
American	Aberdeen	35	394	13,790
American	Acapulco	27	1,759	47,493
American	Acme	200	269	53,800
American	Admiral Sampson	91	1,432	130,312
American	Alameda	1	1,939	1,939
American	Alaskan	19	5,621	106,799
American	Alaska	1	23	23
American	Albion	193	140	27,020
American	Alitak	3	73	219
American	Alliance	2	431	862
American	Arcata	29	415	12,035
American	Arctic	370	277	102,490
American	Argyll	2	1,880	3,760
American	Arizonan	20	5,621	112,420
American	Aurelia	86	233	20,038
American	Aztec	27	2,298	62,046
American	Azoo	1	1,521	1,521
American	A. M. Sampson	5	465	2,325
British	Admiral Borresen	1	3,333	3,333
British	Alden	3	2,592	7,776
British	Algoa	3	4,897	14,691
British	Anerly	1	3,030	3,030
British	Aorangi	16	2,782	44,512
British	Asia	5	2,936	14,680
French	Amiral Excelmans	2	3,221	6,442
French	Amiral Fourichon	4	3,186	12,744
French	Amiral Hamelin	3	3,188	9,564
French	Amiral Duperre	6	3,254	19,524
German	Abyssinia	5	5,799	28,995
German	Acilia	2	3,648	7,296
German	Assuan	3	3,081	9,243
Norwegian	Admiralen	1	906	906
Norwegian	Admiral Bonsensen	1	3,333	3,333
Norwegian	Agot	2	2,912	5,824
Japanese	American Maru	9	3,460	31,140
American	Bandon	98	350	34,300
American	Bear	147	2,779	408,513
American	Beaver	159	2,779	441,861
American	Bec	108	375	40,500
American	Bowdoin	33	448	14,784
American	Brooklyn	235	216	50,328
American	Brunswick	380	349	132,620
American	Buckman	254	1,259	319,786
British	Bannockburn	3	4,052	12,156
British	Bankdale	1	3,923	3,923
British	Belle of Scotland	5	3,476	17,380
British	Bessie Dollar	7	3,682	25,774
British	Boverie	9	3,722	33,498
British	Buceleuch	1	1,934	1,934
American	Capastrano	43	362	15,566
American	Carlo	149	511	80,609

Ocean steamers arriving and docking—Continued.

Nationality.	Name.	Arrivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
American	Carmel	71	401	28,471
American	Casco	102	298	30,396
American	Casper	49	362	17,738
American	Catania	6	2,535	15,210
American	Centralia	143	324	46,332
American	Charles Nelson	110	397	43,670
American	Chehalis	105	421	44,205
American	Chilkat	5	98	490
American	China	22	3,186	70,092
American	City of Panama	26	1,046	27,196
American	City of Para	35	2,504	87,640
American	City of Topeka	452	746	337,192
American	City of Sydney	27	1,965	53,055
American	City of Puebla	131	1,712	224,272
American	Claremont	106	418	44,308
American	Coaster	102	553	56,406
American	Columbian	19	5,598	106,362
American	Coos Bay	269	403	108,407
American	Coquille River	59	265	15,635
American	Coronado	135	381	51,435
American	Curaco	59	895	52,805
American	City of Peking	1	3,128	3,128
American	Cordova	1	1,406	1,406
British	Celtic King	1	*2,589	2,589
British	Candidate	5	3,446	17,230
British	Century	8	3,023	24,184
British	Centurion	1	3,854	3,854
British	Cettriana	2	598	1,196
British	Chanselor	3	3,134	9,402
British	Cheslakee	1	174	174
British	Crown of Galicia	2	4,352	8,704
British	Comedian	2	3,463	6,926
British	Crown of Castile	3	3,326	9,978
British	Craftsman	2	4,295	8,590
British	Crown of Ancow	1	324	324
British	Crown of Toledo	3	5,500	16,500
British	Croydon	2	3,073	6,146
German	Cleveland	2	10,300	20,600
Japanese	Chiyo Maru	2	7,250	14,500
Norwegian	Christiana Bore	3	3,090	9,270
Norwegian	Cuzco	8	3,042	24,336
American	Daisy	195	379	73,905
American	Daisy Freeman	88	436	38,368
American	Daisy Mitchell	92	395	36,340
American	Daisy Gadsby	31	478	14,818
American	Del Norte	300	279	83,700
American	Despatch	45	539	24,255
American	Doris	85	425	36,125
British	Damara	3	4,166	12,498
British	Director	3	3,396	10,188
British	Dunbar	1	2,532	2,532
American	Elizabeth	304	284	86,336
American	Enterprise	42	1,681	70,603
American	Eureka	53	1,339	70,967
American	Eureka	47	312	14,664
American	Excelsior	89	261	23,229
American	Expansion	1	91	91
American	Explorer	2	228	456
Norwegian	Elsa	2	2,548	5,096
American	F. A. Kilburn	91	458	41,678
American	F. A. Kilburn (enlarged)	35	612	21,420
American	F. S. Loop	54	445	24,030
American	Fanis	1	3,813	3,813
American	Fairhaven	72	437	31,464
American	Fair Oaks	51	533	27,183
American	Falcon	126	955	120,330
American	Fifield	289	440	127,160

Ocean steamers arriving and docking—Continued.

Nationality.	Name.	Arrivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
American	F. H. Leggett	24	975	23,400
American	F. E. Dow	2	453	906
American	Fulton	56	265	14,840
British	Falls of Orchy	5	3,536	17,680
Norwegian	Fordenskjold	4	2,539	10,156
American	Geo. F. Haller	4	81	324
American	Geo. C. Loomis	22	401	8,822
American	Geo. C. Lindauer	101	287	28,987
American	Geo. W. Fenwick	22	1,193	26,246
American	Governor	118	2,401	283,318
American	Grace Dollar	75	289	21,675
American	Gray's Harbor	72	374	26,928
American	Greenwood	26	144	3,744
American	General Hubbard	3	1,396	4,188
American	G. W. Elder	180	1,224	220,320
American	Graywood	21	607	12,747
American	Gualala	97	158	15,326
British	Greystroke Castle	3	3,401	10,203
Mexican	General y Pesquera	1	2,330	2,330
American	Hardy	11	289	3,179
American	Harold Dollar	11	607	6,677
American	Harvard	170	2,317	393,890
American	Hanalei	240	502	120,480
American	Helene	77	307	23,639
American	Helen Drew	143	178	25,454
American	Hermoso	1	334	334
American	Herman (whaler)	4	229	916
American	Hilsonian	37	1,819	67,303
American	Homer	109	331	36,079
American	Honolulan	36	4,421	159,156
American	Hoquiam	71	440	31,240
American	Humboldt	7	688	4,816
American	Hornet	64	402	25,728
American	Hyades	30	2,932	87,960
British	Harlesdin	1	3,439	3,439
British	Hillcrag	1	4,062	4,062
British	Hazel Dollar	6	3,581	21,486
British	Harmattan	1	3,046	3,046
British	Harpeake	4	3,715	14,860
British	Hornby Castle	1	2,359	2,359
German	Hermonthis	2	3,174	6,348
Norwegian	Hurich Ibsen	6	3,761	22,566
Norwegian	Hercules	3	3,411	10,233
American	Iaqua	145	462	66,990
American	Isthmian	44	3,463	152,372
British	Ikalis	5	3,063	15,315
British	Inverskip	10	3,589	35,890
Danish	Indien	4	4,091	16,364
German	Itauri	2	2,941	5,882
American	Jason	8	1,193	9,544
American	J. A. Chanslor	8	3,121	24,968
American	James S. Higgins	168	249	41,832
American	J. B. Stetson	93	521	48,453
American	Jeanie	6	862	5,172
American	Jim Butler	69	343	23,667
American	J. L. Luckenbach	12	3,192	38,304
American	John Poulson	95	423	40,185
American	J. J. Loggie	185	220	40,700
American	Jennie	5	69	345
American	Jeanette (whaler)	3	217	651
Norwegian	Jethou	1	3,569	3,569
American	Kadiak	4	58	232
American	Kansas City	34	2,163	73,542
American	Katherine	52	292	15,184
American	Karluk	2	247	494
American	Kilausa	1	806	806
American	Klamath	85	662	56,270

Ocean steamers arriving and docking—Continued.

Nationality.	Name.	Arrivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
American	Korea	21	5,651	118,671
American	Kvichak	7	610	4,270
British	Knight of St. George	6	3,154	18,924
American	Lakme	80	404	32,320
American	Lehua	6	129	774
American	Leelanaw	38	1,377	52,326
American	Lucy Neff	15	759	11,385
American	Lurline	62	3,725	230,950
American	Lyra	12	3,516	42,192
British	Lonsdale	1	2,043	2,043
American	M. F. Plant	173	941	162,793
American	Mackinaw	36	2,005	72,180
American	Manchuria	21	8,750	183,750
American	Mandalay	151	266	40,166
American	Mariposa	41	1,939	79,499
American	Marshfield	108	294	31,752
American	Marion Chilcott	1	1,510	1,510
American	Mayfair	90	420	37,800
American	Meteor	23	1,565	35,995
American	Mexican	19	5,598	106,362
American	Melville Dollar	27	921	24,867
American	McCulloch	2	869	1,738
American	Mongolia	21	8,750	183,750
American	Missourian	19	5,077	96,463
American	Montara	73	1,695	123,735
British	M. S. Dollar	12	2,713	32,556
British	Manhattan	3	7,705	22,115
British	Maitai	18	1,888	33,984
British	Magician	4	3,415	13,660
British	Mimeric	4	4,710	18,840
British	Manuka	6	2,784	16,704
Norwegian	Mathilda	1	3,258	3,258
American	Nann Smith	53	1,192	63,176
American	National City	197	220	43,340
American	Navajo	1	1,711	1,711
American	Nebraskan	40	2,824	112,960
American	Nehalen	88	367	32,296
American	Nevadan	42	2,824	118,608
American	Newburg	160	333	53,280
American	Newport	30	1,806	54,180
American	Nome City	149	597	88,953
American	North Fork	363	244	88,572
American	Northland	146	560	81,760
American	Navarro	166	171	28,386
American	Norwood	84	492	41,328
American	Noyo	130	229	29,770
American	Nushagak	9	478	4,302
British	Nile	5	3,156	15,780
German	Nicaria	2	3,102	6,204
Japanese	Nippon Maru	19	3,452	65,588
American	Oleum	10	1,738	17,380
American	Olson & Mahony	40	779	31,160
American	Olympic	18	454	8,172
American	Owl	41	28	1,148
British	Oceana	10	3,725	37,250
British	Ocean Monarch	1	3,068	3,068
American	Paqua	3	462	1,386
American	Pasadena	108	235	25,380
American	Pennsylvania	39	2,567	100,113
American	Peru	26	2,539	66,014
American	Phoenix	293	160	46,880
American	Pioneer	1	320	320
American	Point Arena	99	171	16,929
American	Plefades	35	2,932	102,620
American	Portland	1	1,587	1,587
American	Pomo	325	225	73,125
American	President	154	2,393	368,522

Ocean steamers arriving and docking—Continued.

Nationality.	Name.	Arrivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
American	Prentiss	118	267	31,506
British	Penrith Castle	2	2,844	5,688
British	Persia	14	2,744	38,416
British	Princess Mary	1	1,101	1,101
British	Purly	4	2,785	11,140
Norwegian	Prince Robert	1	2,654	2,654
American	Queen	143	1,672	239,096
American	Quinault	194	426	82,644
British	Queen Amilie	1	3,476	3,476
British	Queen Elizabeth	4	2,860	11,440
British	Queen Alexandra	2	3,476	6,952
British	Queen Helena	1	2,968	2,968
British	Quito	1	2,734	2,734
American	Rainier	81	519	42,039
American	Ramona	1	350	350
American	Ravalli	255	777	197,135
American	Raymond	71	350	24,850
American	Redondo	242	462	111,804
American	Riverside	41	955	39,155
American	Roanoke	173	1,654	286,142
American	Roma	4	2,164	8,656
American	Rose City	146	2,154	314,484
American	Rosecrans	3	1,816	5,448
British	River Clyde	2	2,738	5,476
British	River Forth	3	3,650	10,950
British	Robert Dollar	3	3,420	10,260
British	Riverside	1	3,408	3,408
German	Radames	2	*3,119	6,238
Norwegian	Rygja	2	3,628	7,256
American	Samoa	123	237	29,151
American	San Gabriel	2	312	624
American	San Jacinto	54	352	19,008
American	San Jose	29	1,538	44,602
American	San Juan	28	1,496	41,888
American	San Pedro	127	359	45,593
American	Santa Barbara	108	537	57,996
American	Santa Clara	319	1,208	385,352
American	Santa Monica	137	318	43,566
American	Santa Rosa	81	1,335	108,135
American	Saginaw	102	498	50,796
American	Scotia	56	132	7,392
American	Sea Foam	427	205	87,535
American	Senator	39	1,835	71,565
American	Shasta	10	517	5,170
American	Shna Yak	72	452	32,544
American	Shoshone	73	341	24,893
American	Siberia	20	5,655	113,100
American	Sierra	80	3,756	300,480
American	South Coast	115	225	25,875
American	South Bay	2	279	558
American	Sonoma	3	3,936	11,808
American	Spokane	15	1,289	19,335
American	Stanley	34	955	32,470
American	State of California	150	1,260	189,000
American	St. Helens	29	779	22,591
American	Svea	39	370	14,430
British	Selma (yacht)	1	96	96
British	Senator	1	3,660	3,660
British	Skepton Castle	1	3,457	3,457
British	Spithead	2	3,707	7,414
British	St. George	3	2,890	8,670
British	St. Ronald	6	2,828	16,968
British	St. Michael	2	3,443	6,886
British	Strathtay	1	3,019	3,019
British	Strathalbyn	1	3,602	3,602
British	Strathevin	2	3,028	6,056
British	Strathtome	3	3,573	10,719

Ocean steamers arriving and docking—Continued.

Nationality.	Name.	Arrivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
British	Strathardle	5	3,126	15,630
British	Strathedrick	1	3,036	3,036
British	Strathgarry	2	3,026	6,052
British	Strathbeg	2	3,582	7,164
British	Strathblane	1	3,027	3,027
British	Strathearn	2	3,023	6,046
British	St. Nicholas	6	3,269	19,614
German	Sabara	2	2,982	5,964
German	Sais	2	4,092	8,184
German	Salatis	4	4,453	17,812
German	Sakarah	2	3,928	7,856
German	Serak	3	3,864	11,592
German	Serapis	4	3,933	15,732
German	Sestos	4	4,493	17,972
German	Sisak	2	3,845	7,690
Norwegian	Solveig	7	3,558	24,906
Norwegian	Sark	1	2,505	2,505
Japanese	Shinyo Maru	9	7,224	65,016
American	Tacoma	2	1,689	3,378
American	Tahoe	68	419	28,492
American	Tallac	22	1,103	24,266
American	Tamalpais	83	422	35,026
American	Tampico	36	1,451	52,236
American	Temple E. Dorr	69	453	31,257
American	Thomas L. Wand	78	413	32,214
American	Tiverton	95	336	31,920
British	Tahiti	7	3,841	26,887
German	Tanis	2	3,813	7,626
Norwegian	Thor	27	5,152	85,104
Norwegian	Titania	6	2,315*	13,890
Norwegian	Tricolor	2	3,283	6,566
Japanese	Tenyo Maru	23	7,265	167,095
American	Umatilla	102	2,168	221,136
American	Unimak	6	158	948
German	Uarda	3	3,654	10,962
American	Vanguard	69	228	15,732
American	Virginian	26	5,077	132,002
American	Ventura	2	3,936	7,872
American	Washcalore	38	174	6,612
American	Washington	132	367	48,444
American	Washtenaw	12	2,003	24,036
American	Wasp	8	360	2,880
American	Watson	233	1,237	288,221
American	Wellesley	32	430	13,760
American	Westerner	110	369	40,590
American	Westport	10	154	1,540
American	Whitesboro	261	144	37,584
American	Whittier	16	798	12,768
American	Wilhelmina	67	4,402	294,934
American	Willapa	66	433	28,578
American	William H. Murphy	11	673	7,403
American	Willamette	26	555	14,430
American	W. S. Porter	2	3,524	7,048
American	W. F. Herrin	5	3,143	15,715
British	Wellington	10	1,267*	12,670
American	Yale	165	2,312	381,480
American	Yellowstone	53	456	24,168
American	Yosemite	90	525	47,250
American	Yucatan	9	2,317	20,853
American	Yukon	12	688	8,256
Totals		19,567	734,852	17,288,848

American and foreign Ships, Barks, Barkentines and Brigs arriving and docking at the State wharves of San Francisco during the two fiscal years from July 1, 1910 to June 30, 1912.

Nationality.	Rig.	Name.	Ar- rivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
American	Ship	Abner Coburn	5	1,879	9,395
American	Barkentine	Albert	2	624	1,248
American	Barkentine	Amaranth	1	1,062	1,062
American	Barkentine	Amazon	3	1,105	3,315
American	Bark	Amy Turner	5	900	4,500
American	Ship	Andre Theodore	1	2,418	2,418
American	Bark	Andrew Welch	14	863	12,082
American	Bark	Annie Johnsen	3	976	2,928
American	Ship	Aryan	5	1,939	9,695
American	Barkentine	Arago	4	476	1,904
American	Ship	Atlas	1	3,006	3,006
American	Barkentine	Archer (gas)	3	557	1,671
American	Ship	Astral	2	2,987	5,974
British	Ship	Alice A. Leigh	5	2,817	14,085
British	Bark	Antiope	3	1,380	4,140
British	Ship	Arracan	4	2,222	8,888
British	Ship	Azov	3	1,512	4,536
French	Ship	Amiral Oecille	1	2,293	2,293
American	Bark	B. P. Cheney	5	1,200	6,000
American	Ship	Bohemia	2	1,528	3,056
British	Ship	Balmoral	2	2,449	4,898
British	Bark	British Yoeman	4	1,862	7,448
British	Bark	Battle Abbey	10	1,465	14,650
French	Ship	Bayonne	3	2,241	6,723
French	Ship	Biarritz	5	2,252	11,260
French	Bark	Bidout	1	1,917	1,917
French	Bark	Boeildieu	2	1,981	3,962
French	Bark	Bonnet	1	1,951	1,951
French	Bark	Bourbaki	3	1,957	5,871
French	Bark	Bretagne	2	1,914	3,828
French	Bark	Brizeux	3	1,963	5,889
American	Barkentine	Centennial	6	1,138	6,828
American	Barkentine	Charles F. Moody	2	1,734	3,468
American	Barkentine	City of Papeete	4	370	1,480
American	Bark	Charles B. Kenney	1	1,014	1,014
American	Barkentine	Coronado	1	1,007	1,007
British	Ship	Chiltonford	1	2,198	2,198
British	Ship	Cissie	1	2,198	2,198
British	Ship	Coldson	1	2,992	2,992
British	Ship	Crown of India	2	1,885	3,770
French	Bark	Champigny	6	2,729	16,374
French	Ship	Chateaubriand	6	2,019	8,076
French	Bark	Charles Gounod	1	1,960	1,960
French	Bark	Col. de Villibolo Mareuil	2	1,836	3,672
French	Bark	Cornil Bart	2	1,998	3,996
German	Ship	Claus	4	1,824	7,296
American	Bark	Diamond Head	7	952	6,664
American	Ship	Dirigo	2	2,845	5,690
British	Bark	Damara	1	4,166	4,166
British	Ship	Dartford	3	1,274	3,822
British	Bark	Dolbarden Castle	2	1,860	3,720
British	Bark	Drummuir	2	1,798	3,596
British	Ship	Dunfermline	2	2,773	5,546
British	Ship	Dunsyre	4	2,056	8,224
American	Ship	Edward Sewall	7	2,916	20,412
American	Bark	Emily F. Whitney	7	1,207	8,449
French	Ship	Ernest Ryer	7	2,278	15,946
French	Bark	Edward Detallis	6	1,919	11,514
French	Bark	Ernest Legouve	6	1,868	11,208
German	Ship	Elfreida of Hamburg	2	1,714	3,428
American	Ship	Falls of Clyde	2	1,748	3,496
American	Bark	Forfarshire	1	1,300	1,300
American	Barkentine	Fullerton	49	1,494	73,206
American	Brig	Galilee	2	328	656
American	Barkentine	Gardiner City	23	451	10,373

American and foreign Ships, Barks, Barkentines and Brigs arriving and docking at the State wharves of San Francisco during the two fiscal years from July 1, 1910 to June 30, 1912.—Continued.

Nationality.	Rig.	Name.	Ar- rivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
American	Bark	Gayhead (whaler)	6	252	1,512
American	Bark	G. C. Tobey	2	1,389	2,778
American	Barkentine	Georgina	3	870	2,610
American	Bark	Geo. Curtis	5	1,680	8,400
British	Ship	Galgate	6	2,227	13,362
French	Bark	Genevieve Molinos	3	1,729	5,187
French	Bark	General de Nigrier	8	1,946	15,568
American	Bark	Hawaii	2	923	1,846
American	Bark	Henry Villard	5	1,452	7,260
American	Bark	Hecla	7	1,435	10,045
British	Ship	Henley	3	2,228	6,684
American	Ship	Indiana	4	1,413	5,652
American	Barkentine	Irmgard	15	614	9,210
British	Bark	Inverness	3	1,817	5,451
British	Ship	Irby	8	1,480	11,840
American	Barkentine	James Johnson	5	993	4,965
American	Bark	James Nesmith	6	1,632	9,792
American	Barkentine	James Tuft	3	1,043	3,129
American	Barkentine	J. M. Griffith	8	529	4,232
American	Barkentine	Jane L. Stanford	3	861	2,583
American	Barkentine	John C. Meyer	5	794	3,970
American	Ship	John Ena	8	2,706	21,648
American	Barkentine	John Palmer	4	1,080	4,320
American	Barkentine	John Smith	1	525	525
American	Bark	John and Winthrop (whaler)	5	321	1,605
French	Bark	Jacobsen	8	1,950	15,600
French	Bark	Jean Bart	3	1,981	5,943
French	Ship	Jules Gomme	2	2,234	4,468
American	Barkentine	Klikitat	2	437	874
American	Barkentine	Kohala	4	776	3,104
American	Barkentine	Koka-head	2	1,011	2,022
British	Ship	Kinrossshire	3	2,168	6,504
American	Barkentine	Lahania	4	994	3,976
American	Bark	Levi G. Burgess	2	1,475	2,950
American	Ship	Llewellyn J. Morse	4	1,271	5,084
French	Bark	La Fontaine	2	1,966	3,932
French	Bark	La Rochejaquelin	5	1,954	9,770
French	Ship	La Perouse	2	1,913	3,826
French	Ship	Leon Blum	2	2,316	4,632
British	Bark	Lord Templetown	5	2,048	10,240
American	Ship	Manga Reva	16	2,052	32,832
American	Bark	McLaurin	6	1,312	7,872
American	Barkentine	Mackaweli	4	821	3,284
American	Ship	Marion Chilcott	1	1,510	1,510
American	Barkentine	Mary Winkleman	5	482	2,410
French	Bark	McMahon	3	1,952	5,856
French	Bark	Marschal de Villaz	7	1,941	13,587
French	Bark	Mezly	5	1,391	6,955
British	Ship	Marlborough Hall	6	2,363	14,178
American	Barkentine	Newsboy	1	509	509
American	Bark	Olympic	2	1,350	2,700
American	Ship	Oriental	4	1,550	6,200
American	Bark	Pactolus	3	1,564	4,692
American	Bark	Paraminta	8	1,444	11,552
American	Barkentine	Puako	5	1,011	5,055
British	Ship	Poltalloch	5	2,139	10,695
British	Ship	Puritan	3	2,283	6,849
French	Barkentine	Pierre Lote	2	1,926	3,852
German	Ship	Prometheus	1	4,172	4,172
Norwegian	Ship	Pegasus	3	2,438	7,314
Norwegian	Ship	Prince Robert	1	2,654	2,654
American	Ship	Reuce	1	1,601	1,601
American	Ship	Renei Rickmies	1	1,959	1,959
American	Bark	R. P. Richet	9	1,043	9,387
French	Bark	Rene	1	1,976	1,976

American and foreign Ships, Barks, Barkentines and Brigs arriving and docking at the State wharves of San Francisco during the two fiscal years from July 1, 1910 to June 30, 1912.—Continued.

Nationality.	Rig.	Name.	Arrivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
French	Ship	Rene Kerviler	2	2,291	4,582
German	Ship	R. C. Rickmers	3	4,696	14,088
American	Ship	S. D. Carlton	1	1,671	1,671
American	Barkentine	S. G. Wilder	5	557	2,785
American	Bark	St. Katherine	3	1,090	3,270
American	Ship	Santa Clara	1	1,453	1,453
American	Barkentine	S. N. Castle	14	464	6,496
American	Ship	Sintram	8	1,495	11,960
American	Ship	Standard	3	1,461	4,383
American	Ship	Star of Alaska	9	1,554	13,986
American	Bark	Star of Chile	4	874	3,496
American	Bark	Star of England	5	1,705	8,525
American	Ship	Star of France	8	1,649	13,192
American	Bark	Star of Holland (formerly Homeward Bound)	4	1,937	7,948
American	Bark	Star of Iceland (formerly Wellscott)	5	1,856	9,280
American	Bark	Star of India	5	1,247	6,235
American	Ship	Star of Italy	5	1,474	7,370
American	Ship	Star of Lapland	3	3,006	9,018
American	Bark	Star of Peru	6	976	5,856
American	Ship	Star of Russia	7	1,898	13,286
American	Ship	Star of Scotland	6	2,146	12,876
American	Bark	Star of Zealand	14	2,987	41,818
British	Ship	Segura	2	1,700	3,400
British	Ship	Scottish Locher	3	2,426	7,278
British	Barkentine	Simla	1	2,070	2,070
British	Ship	Skipton Castle	3	3,441	10,323
French	Bark	St. Louis	7	1,779	12,453
American	Ship	Tacoma	2	1,671	3,342
American	Barkentine	Thomas P. Emigh	3	923	2,769
British	Ship	Torresdale	3	2,184	6,552
French	Bark	Touraine	1	1,778	1,778
French	Bark	Versailles	2	1,937	3,874
American	Bark	W. B. Flint	1	746	746
American	Ship	W. P. Frye	2	2,998	5,996
American	Ship	W. S. Babcock	6	1,993	11,958
British	Ship	W. T. Lewis	3	1,996	5,988
German	Ship	Werner Vinnen	2	2,962	5,924
Totals			724	284,662	1,143,115

Schooners and Sloops docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1910, to June 30, 1912.

Schooners.

Name.	Arrivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
A. B. Johnson	6	460	2,760
A. M. Baxter	3	430	1,290
Ada McCune	42	32	1,344
Adelia	17	29	493
Adelia Griffin	137	26	3,562
Adelia Hobson	34	61	2,074
Admiral	1	26	26
Advance	30	265	7,950
Advent	4	399	1,596
Aetna	3	43	129
Agnes	22	42	924
Alameda	33	33	1,089
Albert Meyer	6	398	2,388
Albertine	43	48	2,064
Albion	16	75	1,200
Alex B.	1	12	12
Alma	121	39	4,719
Allen A.	1	266	266
Alpena	3	833	2,499
Alvena	1	687	687
Alpine	138	91	12,558
Amelia	5	23	115
America	1	74	74
Americana	5	839	4,195
Andrew Jackson	17	34	578
Anna Aden	22	33	726
Annie	109	39	4,251
Anastasia	21	35	735
Aimie E.	68	68	4,624
Annie L.	68	53	3,604
Annie Eliza	47	28	1,316
Annie Maria	43	32	1,376
Arago	1	176	176
Arthur	107	45	4,815
Atlas	1	149	149
Bainbridge	1	496	496
Bangor	1	398	398
Bendixon	1	570	570
Benicia	10	30	300
Bertie Minor	12	230	2,760
Bertha Dolbeer	2	230	460
Black Diamond	20	39	780
Bonita	1	13	13
Borealis	1	683	683
Brothers	31	35	1,085
C. L. Place	42	27	1,134
C. T. Hill	1	133	133
Camana	4	631	2,524
C. A. Burns	1	460	460
Caroline Dixon	80	45	3,600
Caroline	102	431	43,962
Carrier Dove	135	51	6,885
Catalina	1	88	88
C. S. Holmes	1	376	376
C. A. Thayer	2	393	780
Cecelia Sudden	8	545	4,360
Charles R. Wilson	1	328	328
Charles W.	47	71	3,337
Champion	111	42	4,662
Columbus	42	34	1,428
Col. Baker	41	72	2,952
Confianza (gas)	2	84	168
Compeer	2	358	716
Commodore	10	33	330

Schooners and Sloops docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1910, to June 30, 1912—Continued.

Schooners—Continued.

Name.	Arrivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
Comrade	7	13	91
Coquelle	10	97	970
Cornet	6	368	2,208
Covina	31	74	2,294
Crescent	2	1,334	2,668
Crockett	84	26	2,184
Ozarina	4	218	872
Defender	5	382	1,910
Dora	6	42	252
Dreadnaught	76	38	2,888
E. K. Wood	1	447	447
Ellen Gunderson	20	34	680
Emily F. Bischard	97	44	4,268
Emily Lundt	22	32	704
Emma	19	45	855
Emile Martin	5	18	90
Endeavor	3	485	1,455
Esther Buhne	8	245	1,960
Espada	4	686	2,744
Ethel Zane	4	407	1,628
Eva	152	35	5,320
Evaline	8	38	304
Expansion	1	113	113
Fidelity	97	50	4,850
F. Laurence	69	54	3,726
Florence Caduc	3	41	123
F. S. Redfield	1	371	371
F. M. Slade	1	650	650
F. E. Sanders	1	389	389
Fearless	3	20	60
Flyer	9	18	162
Fortuna	1	138	138
Fourth of July	7	47	329
Forest Home	1	682	682
Four Sisters	610	31	18,910
Gambel	6	626	3,756
Gaslight	35	37	1,295
G. W. McNear	58	88	5,104
G. W. Watson	4	397	1,588
Geo. E. Billings	8	1,103	8,824
Glendale	8	281	2,248
George Washington	7	22	154
Governor M. B. M.	17	10	170
Golden Fleece	135	45	6,075
Grace and Amy	83	33	2,739
H. Bendel	10	570	5,700
H. Eppinger	60	89	5,340
H. K. Hall	6	1,105	6,630
Harry	41	23	943
Hecla	80	43	3,440
Helene	1	828	828
Henry Wilson	3	403	1,209
Hercules	118	45	5,310
Hermine Blum	80	50	4,000
Horace Templeton	34	40	1,360
Horniper	7	520	3,640
Howard	10	69	690
Hugh Hogan	10	355	3,905
Ida A.	236	26	6,136
Ida McKay	8	178	1,424
Invincible	7	1,267	8,869
Irene	3	687	2,061
J. J. Stoffen	44	30	1,320
J. F. McKenna	48	81	3,888

Schooners and Sloops docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1910, to June 30, 1912—Continued.

Schooners—Continued.

Name.	Arrivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
James H. Bruce	16	476	7,616
James Rolph	2	517	1,034
Jennie & Edna	48	60	2,880
Jennie Griffin (gas)	201	16	3,216
Jessie Matson (gas)	43	31	1,333
Jessie Minor	2	230	460
John D. Spreckels	10	253	2,530
John Nagel	74	62	4,588
John A. Campbell	1	462	462
Katie S.	35	74	2,590
King Cyrus	2	630	1,260
Lady Mine	1	55	55
Lew Young	43	31	1,333
Lily	36	135	4,860
Lillian	15	37	555
Lime Point	4	18	72
Lizzie Prien	20	91	1,820
Lizzie T. Adams	132	25	3,300
Lizzie Theresa	83	53	4,399
Lizzie Vance	36	383	13,788
Ludlow	1	643	643
Louise	5	328	1,640
Mabel Gale	20	619	12,380
Madeline	42	32	1,344
Mabel & Edith	78	46	3,588
Maggie V. Hartman	31	34	1,054
Magnolia	26	44	1,144
Mahukona	3	653	1,959
Margaret C.	37	55	2,035
Marie Chevallier	44	46	2,024
Marina Mariscano	1	20	20
Mariposa	4	81	324
Martinez	115	23	2,645
Mary	108	50	5,400
Mary C. (gas)	40	25	1,000
Mary Dodge	9	230	2,070
Mary A. Fernandez	58	46	2,668
Mary Francis	46	28	1,288
Mary F. Cruz	12	44	528
Master Mariner	61	37	2,257
Matilda	88	92	8,096
Mayflower	31	86	2,666
Melrose	2	542	1,084
Melvina	69	35	2,415
Meta	46	36	1,656
Metha Nelson	7	399	2,793
Miami	30	36	1,080
Minnie A. Caine	1	779	779
Moana (French)	2	182	364
Modoc	21	45	945
Mono (scow)	125	126	15,750
Monterey	141	1,694	238,854
Monterey (gas)	3	119	357
Montezuma	91	69	6,279
Mountain View	87	41	3,567
Muriel	14	483	6,762
Narrow Gauge	1	22	22
Nellie Carter	62	45	2,790
Nellie Rich	89	43	3,827
Nettie	49	62	3,038
Neary	1	50	50
Newark (gas)	109	114	12,426
Nonpareil (gas)	71	31	2,201
Oakland	22	383	8,426

Schooners and Sloops docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1910, to June 30, 1912—Continued.

Schooners—Continued.

Name.	Arrivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
Oknogan	8	606	4,848
Olga F.	109	51	5,559
Oceania Vance	3	384	1,152
Omega	4	572	2,288
O. M. Kellogg	3	331	993
Oregon	32	304	9,728
Ottillie Fjord	13	247	3,211
Owl	20	39	780
Paul & Willie	40	33	1,320
Panama	1	14	14
Pathfinder	1	71	71
Pastime Supt.	6	10	60
P. & R. Ry. No. 7.	1	23	23
Pike County	343	29	9,947
Pinole	174	77	13,398
Port Costa	97	62	6,014
Premier	116	10	1,160
President	169	25	4,225
Pronto (yacht)	1	5	5
Prosper	2	229	458
Quock See Woo	50	15	750
Qong Hong Sing (Chinese junk)	1	25	25
R. W. Bartlett	17	473	8,041
R. H. Hinds	2	520	1,040
Randolph	2	60	120
Redwood	14	25	350
Regina S.	92	65	5,980
Rio Rey (gas)	53	60	3,180
Rival	3	32	96
Robbie Hunter	35	54	1,890
Robert Henry	44	38	1,672
Robert and Jennie	38	47	1,786
Robert Sutton	1	54	54
Robert Searles	3	504	1,512
Rosella	18	37	666
Rosamond	1	985	985
Rosine	1	28	28
Rough and Ready	46	53	2,438
Roy Somers	20	298	5,960
Rock Island	238	27	6,426
Ruby	23	306	7,038
Ruby	73	48	3,504
Ruth and Godfrey	5	497	2,485
Sadie	2	294	588
Sailor Boy	1	316	316
Salamander	22	25	550
Salvator	10	385	3,850
Santiago	98	928	90,944
Sausalito	17	326	5,542
St. Thomas	55	59	3,245
Sehome	3	620	1,860
Sequoia	20	324	6,480
Shasta	151	91	14,014
Snow & Burgess	23	1,528	35,144
Solano	145	63	9,135
Solferino	10	18	180
Sophie E.	21	40	840
Spokane	14	570	7,980
Star	87	45	3,915
Stofea	1	30	30
Surprise (gas)	187	65	12,155
Tartar	44	46	2,024
Theodore Roosevelt	67	51	3,417
Theresa	70	23	1,610

Schooners and Sloops docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1910, to June 30, 1912—Continued.

Schooners—Continued.

Name.	Arrivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
Transit -----	8	496	3,968
Traveler -----	104	30	3,120
Triton -----	2	150	300
Undine -----	56	81	4,536
Vega -----	1	233	233
Virginia -----	20	52	1,040
Virginia -----	15	541	8,115
War Eagle -----	69	31	2,139
Wavelet -----	186	30	5,580
Wm. Bowden -----	5	695	3,475
W. H. Dimond -----	2	376	752
W. H. Jewett -----	1	407	407
W. H. Marston -----	6	1,110	6,660
Wm. Renton -----	17	376	6,392
W. H. Talbot -----	3	743	2,229
Willie Hume -----	1	589	589
Wonder -----	78	46	3,588
Young America -----	7	22	154
Zampa -----	3	322	966
Totals -----	10,701	61,096	1,137,804

Sloops.

Bonita (yacht) -----	1	13	13
Century -----	1	9	9
Caroline -----	3	7	21
Helen -----	1	5	5
Mascot -----	3	10	30
Red Wing -----	1	6	6
Smiths -----	206	17	3,502
Totals -----	216	67	3,586

Bay and river steamers docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1910, to June 30, 1912.

Name.	Arrivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
A. C. Freese	37	120	4,440
Aetna	5	43	215
Alvira	161	253	40,733
Alviso	591	113	66,783
Apache	552	537	296,424
Arrow	126	133	16,758
Aurora	468	223	104,364
Capital City	478	684	326,952
Captain Weber	95	349	33,155
Caroline	225	94	21,150
Carquinez	1	50	50
Columbia	2	70	140
Colusa	133	300	39,900
Constance	460	222	102,120
Dauntless	3,376	320	1,080,320
Dimond	1,333	117	155,961
Elvira	4	86	344
Empress	12	45	540
Etta B.	37	27	999
Farragut	90	23	2,070
Fort Bragg	536	264	141,504
Frances	64	31	1,984
Fruto	37	234	8,658
General Alexander	7	22	8,658
General Frisbie	504	289	145,656
Gold	1,068	184	196,512
Grace Barton	295	119	35,105
Herald	257	148	38,036
Hercules	49	347	17,003
H. E. Wright	17	372	6,324
H. Corcoran	3	418	1,254
Iroquois (formerly Hercules)	274	300	82,200
Isleton	437	331	144,647
J. D. Peters	912	502	457,824
J. R. McDonald	10	102	1,020
Juliette	913	276	251,988
Lagunitas	4	768	3,072
Leader	226	334	75,484
Louise	1	15	15
Modoc	518	538	278,684
Monticello	256	89	22,784
Napa City	343	126	43,218
Napa Valley	505	768	387,840
Navajo	489	506	247,434
Onisbo	462	320	147,840
Petaluma	474	161	76,814
Petroleum	25	43	1,075
Potero	2,633	320	842,560
Pride of the River	406	391	158,746
Reform	368	348	128,064
Resolute	96	161	15,456
Requa	6	34	204
Saint Helena	552	222	122,544
San Joaquin No. 2	81	134	10,854
San Joaquin No. 4	229	276	63,204
San Rafael City	424	31	13,144
San Jose	6	112	672
Sehome	32	369	11,808
Seminole	386	551	212,686
Sonoma	18	177	3,186
Sonoma Valley	44	15	660
Suisun City	5	73	365
Sunol	1,782	203	361,746
T. C. Walker	834	469	391,146
Telephone	44	539	23,716

Bay and river steamers docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1910, to June 30, 1912—Continued.

Name.	Arrivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
Topo	103	173	17,819
Trilby	398	63	25,074
Valiant	1	18	18
Valletta	224	307	68,768
Victory	1,111	78	86,658
W. P. Fuller	1	24	24
Zinfandel	408	204	83,232
Totals	27,064	16,708	7,749,401

Ferryboats.

Bay City	648	San Francisco	727
Berkeley	978	San Jose	588
Cazadero	897	San Pablo	881
Claremont	774	San Pedro	1,035
Fernwood	789	Sausalito	903
Garden City	730	Solano	3,057
James M. Donahue	400	Tamaplais	929
Melrose	1,677	Tiburon	634
Newark	833	Transit	1,079
Oakland	992	Ukiah	1,206
Ocean Wave	507	Yerba Buena	588
Piedmont	998		

The ferryboats which run between San Francisco and transbay points make approximately 180 trips and carry over 120,000 passengers daily.

Tugs docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1910, to June 30, 1912.

Name.	Arrivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
Ada Warren	15	45	675
Ajax	2	71	142
Alitak	2	73	146
Annie	62	10	620
Arabs	105	90	9,450
Bahada	1	20	20
Blanco	62	9	558
Capt. Hackett	1	44	44
Christopher Columbus	54	19	1,026
Chief	35	19	665
Columbia	6	70	420
Collis	1	102	102
Daring	13	213	2,769
Dauntless	40	144	5,760
David Scannell	47	140	6,580
Defiance	50	127	6,350
Dennis I. Sullivan	39	140	5,460
Despatch	23	9	207
Dixie	11	19	209
Dolphin No. 1 (gas)	6	18	108
Dolphin No. 2	35	8	280
Dow No. 1	8	15	120
Ellen	3	35	105
Eliza	1	13	13

Tugs docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1910, to June 30, 1912—Continued.

Name.	Arrivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
Elizabeth	134	12	1,608
Elsie	30	25	750
Elsie	52	13	676
Elagador	24	238	5,712
Escort	4	24	96
Fearless	5	87	435
Fox	256	13	3,328
Golden Gate	94	171	16,074
Goliah	7	221	1,547
Henrietta	96	20	1,920
Hercules	24	48	1,152
Healy & Tibbitts	24	75	1,800
Ida W.	219	16	3,504
Impartial	1	5	5
Iolanda	78	31	2,418
Jennie	1	69	69
Liberty	36	30	1,080
Lorne (British)	2	159	318
Manila	3	19	57
Marian	17	13	221
Mariner	14	60	840
Millie	37	6	222
Milton	1	11	11
Nautilus	5	9	45
Navigator	193	282	54,426
Panama	9	14	126
Pedro Costa	73	32	2,336
Phoenix	7	44	308
Pilot	40	48	1,920
Pirate	10	15	150
Priscilla	86	31	2,666
Ranger	2	72	144
Redondo	2	42	84
Relief	2	102	204
Restless	68	27	1,836
Rover	159	30	4,770
Samson	1	9	9
Sea Fox	39	35	1,365
Sea King	9	90	810
Sea Lark	40	35	1,400
Sea Prince	40	27	1,080
Sea Queen	31	55	1,705
Sea Rover	16	116	1,856
Sea Witch	12	37	444
Tatooch	5	154	670
Transit	140	18	2,520
U. S. Grant	84	17	1,428
Union	8	67	536
Virgil G. Bogue	2	159	318
Walter Hackett	24	22	528
Water Nymph	71	15	1,065
Warren	12	60	720
Willie	4	6	24
Totals	2,975	4,489	171,165

United States Government vessels docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1910, to June 30, 1912.

Name.	Class.	Arrivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
Argonaut -----	Quarantine tug -----	20	127	2,540
Angel Island -----	Steamer -----	11	100	1,100
Bear (Government cutter)-----	Steamer -----	1	714	714
Captain G. Barrett-----	Steamer -----	19	71	1,349
Cartright -----	Navy tug -----	65	140	9,100
Colonel George Armistead-----	Mine planter -----	3	304	912
El Aquador -----	Steamer -----	27	150	4,050
Eagle -----	Launch -----	4	29	116
General McDowell-----	Navy tug -----	1	90	90
General Mifflin-----	Army tug -----	108	250	27,000
Glacier -----	Refrigerator ship-----	10	2,667	26,670
Golden Gate -----	Revenue cutter-----	1	220	220
Inspector -----	Immigration tug-----	20	15	300
Madrono -----	Lighthouse tender-----	1	206	206
No. 70 -----	Lightship -----	3	225	675
No. 76 -----	Lightship -----	9	169	1,521
No. 83 -----	Lightship -----	4	225	900
No. 96 -----	Lightship -----	2	250	500
No. 222 -----	Light -----	1	250	250
No. 234 -----	Light -----	1	250	250
No. 241 -----	Light -----	1	250	250
Patterson (Government Coast Survey)-----	Steamer -----	5	453	2,265
Richard Rush (collector of customs)-----	Steamer -----	1	150	150
Rob Roy (Government)-----	Launch -----	1	5	5
Sequoia (Government)-----	Steamer -----	33	300	9,900
Slocum -----	Army tug -----	2	337	674
U. S. Government (no name)-----	Light No. 1-----	12	75	900
Totals -----	-----	366	8,022	92,607

* United States Government vessels docking at the State Wharves of San Francisco are rated at displacement, making it difficult to ascertain exact tonnage.

Barges docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1910, to June 30, 1912.

Name.	Arrivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
"A" -----	11	100	1,100
Alabama -----	48	468	22,464
Ajax -----	6	468	2,808
Alex Duncan -----	19	185	3,515
Alto -----	10	468	4,680
America -----	2	1,909	3,818
Antioch No. 1-----	55	300	16,500
Arizona -----	2	468	936
Atlas -----	3	660	1,980
Argus -----	3	322	966
No. 9 -----	5	160	800
"B" -----	1	200	200
Benicia -----	134	212	28,408
Boole No. 3-----	49	250	12,250
B. Tramp 1-----	2	200	400
Bullion -----	57	122	6,954
Black Diamond -----	26	815	21,190
Cataline -----	29	88	2,552
Coalinga -----	249	563	140,187

Barges docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1910, to June 30, 1912—Continued.

Name.	Arrivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
Colorado	12	468	5,616
Comanche	21	496	10,416
C. S. & B. Co.	3	400	1,200
Columbia	1	340	340
Carondelet	2	1,292	2,584
Contra Costa	441	497	219,177
Courtland	31	384	11,904
No. 3	1	125	125
No. 5	3	410	1,230
Dakota	18	468	8,424
Delta	2	50	100
Diamond Head	13	952	12,376
Dixon No. 4	1	20	20
East Side	2	171	342
Echo	3	468	1,404
Edward May	21	859	18,039
Electra	30	939	28,170
Ella H.	11	50	550
Ellak	1	50	50
Era	2	322	644
Excel	10	150	1,500
Fays No. 1	1	200	200
Fays No. 2	1	100	100
Fays No. 3	4	120	480
Francis	1	31	31
Fresno	4	1,149	4,596
G. G. Stevedore	1	100	100
Grimes	18	468	8,424
Hardy	1	289	289
Healy & Tibbitts No. 1	2	200	400
Hercules (dredger)	2	400	800
Hills Ferry	2	300	600
Idaho	39	468	18,252
Illinois	41	468	19,188
James Ashworth	1	1,632	1,632
James Drummond	2	1,415	2,830
Jersey	2	322	644
Kentucky	46	468	21,528
L. D. No. 2	1	75	75
Manila	2	208	416
Marriane	1	400	400
Montana	23	468	10,764
Melrose	23	918	21,114
Nanaimo	19	400	7,600
Nebraska	9	468	4,212
Nevada	1	468	468
Oakland	5	250	1,250
Onisbo	25	384	9,600
Palmyra	2	1,223	2,446
Pedlar	2	200	400
Petroleum No. 2	5	139	695
Pyramid	41	248	10,168
P. O. Co. No. 1	14	400	5,600
Red Rock	74	150	11,100
Reliable Transportation Co. No. 1	1	160	160
Reliable	72	98	6,696
Richmond No. 2	12	175	2,100
Rio Vista	21	384	8,064
Riverside	23	384	8,832
Ruth	56	489	27,384
Rufus E. Wood	9	1,331	11,979
Sacramento Transportation Co. No. 5	3	200	600
San Pablo No. 2	6	400	2,400
San Francisco Bridge Co. No. 20	14	25	350
Santa F No. 1	17	1,092	18,564
Santa F No. 2	7	1,092	7,644

Barges docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1910, to June 30, 1912—Continued.

Name.	Arrivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
Santa F No. 3.....	6	1,092	6,552
Santa F No. 4.....	15	1,092	16,380
Santiago.....	22	928	20,416
Santa Paula.....	355	632	224,360
Simla.....	4	2,070	8,280
Southern Pacific car float.....	3	1,374	4,122
St. David.....	4	1,476	5,904
Standard Oil Co. No. 1.....	29	460	13,340
Standard Oil Co. No. 2.....	8	400	3,200
Standard Oil Co. No. 5.....	45	212	9,540
Staten.....	1	75	75
Sutterville.....	22	384	8,448
Telephone.....	49	468	22,932
Tennessee.....	35	468	16,380
Texas.....	31	468	14,508
Theobald.....	20	932	18,640
Thompson Bridge Co.	1	200	200
Utah.....	34	468	15,912
Vermont.....	42	468	19,656
Virginia.....	51	468	23,868
Wallacut.....	8	675	5,400
Washtenaw.....	4	675	2,700
Washticuna.....	3	675	2,025
Washington.....	2	675	1,350
Washougal.....	3	675	2,025
Western Pacific No. 1.....	2	1,092	2,184
Western Pacific No. 2.....	12	934	11,208
Willington.....	42	1,176	49,392
Wing and Wing.....	348	134	46,632
No name.....	2	50	100
Totals.....	3,199	58,119	1,432,823

Lighters docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1910, to June 30, 1912.

Name.	Arrivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
A. C. Freese No. 4.....	2	100	200
A. C. Freese No. 7.....	36	120	4,320
A. C. Freese No. 12.....	35	25	875
A. C. Freese No. 13.....	7	55	385
A. C. Freese No. 21.....	30	80	2,400
A. C. Freese No. 25.....	13	130	1,690
A. C. Freese No. 38.....	24	170	4,080
A. C. Freese No. 41.....	7	113	791
A. C. Freese No. 43.....	23	113	2,599
A. C. Freese No. 107.....	32	150	4,800
A. C. Freese No. 108.....	29	200	5,800
A. C. Freese No. 109.....	1	180	180
A. C. Freese No. 110.....	1	180	180
A. H. No. 2.....	377	300	113,100
Alameda.....	2	100	200
American Dredger Company.....	4	25	100
Ash.....	270	5	1,350
Associated Oil Company.....	4	25	100
Atlantic.....	71	200	14,200
Axman.....	4	50	200
Arizona.....	2	300	600

Lighters docking at the State Wharves of San Francisco during the two fiscal years from July 30, 1910, to June 30, 1912—Continued.

Name.	Arrivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
Bay Development Company No. 1.....	1	250	250
Bay Development Company (oil lighter).....	25	25	625
Barns	1	50	50
B. F. Co.....	49	200	9,800
"B."	30	100	3,000
Brown	9	100	900
Brown A.	4	80	320
B. & C.	3	100	300
Casseretto No. 1.....	6	75	450
Casseretto No. 2.....	1	250	250
California Lighter Company No. 2.....	2	50	100
California Stevedore and Ballast Company No. 2.....	22	400	8,800
Charlotte	9	100	900
Chrichton & Argues.....	5	100	500
Chiquita	1	5	5
City Supply Lighter.....	1	80	80
Contra Costa	3	35	105
Colorado B. D.....	41	200	8,200
Colton Bros.	1	25	25
Crowley No. 1.....	73	50	3,650
Crowley No. 2.....	97	50	4,850
Crowley No. 4.....	33	50	1,650
Crowley No. 5.....	10	20	200
Crowley No. 6.....	2	100	200
Crowley No. 21.....	1	100	100
Crowley No. 51.....	66	100	6,600
Crowley No. 52.....	70	100	7,000
Crowley No. 53.....	49	150	7,350
Crowley No. 54.....	47	100	4,700
Crowley No. 55.....	30	100	3,000
Crowley No. 56.....	9	290	2,610
Crowley, brick	17	50	850
Crowley, Goat Island.....	46	15	690
Crowley, Golden Gate.....	2	15	30
D. J. Hanlon.....	1	75	75
Dixie	2	19	38
Dow No. 3.....	4	80	320
Dow No. 4.....	19	200	3,800
Draft Company	1	83	83
Dry Dock Gate	1	470	470
Darby Laydon	2	30	60
Derrick	4	50	200
Derrick	3	130	390
Derrick	6	150	900
Drayman's No. 1.....	6	30	180
Electric Welding	18	50	900
Eneray	21	265	5,565
Eschen & Minor.....	1	6	6
Ethel	1	13	13
E. K. Wood No. 1.....	1	120	120
Eva	2	35	70
Excel No. 2.....	1	250	250
Fair Play	46	100	4,600
Frances	2	60	120
Fifi Fifi	12	100	1,200
Foss	10	50	500
Garibaldi	1	50	50
Golden Gate Stevedore Company No. 5.....	2	100	200
Golden Gate Stevedore Company.....	3	25	75
Governor	1	100	100
G. W. Freethy No. 1.....	16	50	800
G. W. Freethy No. 2.....	3	100	300
G. W. Freethy No. 3.....	8	125	1,000
Haslett No. 1.....	1	35	35
Haslett No. 2.....	25	50	1,250
Haslett No. 3.....	192	100	19,200

Lighters docking at the State Wharves of San Francisco during the two fiscal years from July 30, 1910, to June 30, 1912—Continued.

Name.	Arrivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
Haslett No. 4	65	175	11,375
Haslett No. 5	3	200	600
Henderson	1	75	75
Hoist No. 1	22	25	550
Hector	17	20	340
Healy & Tibbitts No. 1	1	150	150
Healy & Tibbitts No. 2	4	150	600
Healy & Tibbitts No. 3	13	150	1,950
Healy & Tibbitts No. 4	42	150	6,300
Healy & Tibbitts No. 5	103	200	20,600
Healy & Tibbitts No. 6	10	150	1,500
Healy & Tibbitts No. 7	116	150	17,400
Healy & Tibbitts No. 8	40	200	8,000
Healy & Tibbitts (derrick)	22	100	2,200
Healy & Tibbitts No. 10	2	150	300
Idaho	2	200	400
Jewel	2	75	150
Jotty	2	120	240
July King (dredger)	1	1,058	1,058
Keatinge No. 1	1	100	100
Keatinge No. 2	1	100	100
Kimbal	1	75	75
Mason	1	100	100
Midship	3	50	150
Midshipman	34	100	3,400
Miller & Lux	1	75	75
Monterey (dredger)	1	1,020	1,020
Monticello No. 1	7	200	1,400
Moore & Scott	6	50	300
Mount Diablo	1	100	100
Munde	1	10	10
Nelson No. 1	2	25	50
Nevada	6	100	600
Oakland No. 2 (tow boat and lighter)	1	25	25
Oakland	28	35	980
O'Hanlon No. 2	1	25	25
Oliver No. 1	2	50	100
Oliver No. 2	126	65	8,190
Oliver No. 3	803	65	52,195
Olsen No. 1	140	120	16,800
Olsen No. 2	121	120	14,520
Olsen No. 3	101	55	5,555
Oakley No. 1	1	200	200
Oregon	2	200	400
Orwood No. 1	6	30	180
Orwood No. 2	74	50	3,700
Pacific Dredging Company No. 5	9	20	180
Pacific Mail Company No. 1	6	75	450
Pasodon	1	10	10
Peterson No. 1	13	70	910
Peterson No. 3	21	50	1,050
Peterson No. 4	22	40	880
Pioneer No. 1	607	75	45,525
Pioneer No. 2	88	35	3,080
Point Bonita	6	90	540
P. S. R. R. No. 1	15	100	1,500
P. S. & W. Co. No. 3	49	175	8,575
Quartermaster	8	100	800
Quartermaster	7	70	490
Red Rock	81	100	8,100
Renown	36	40	1,440
Rideout No. 1	19	100	1,900
Repairer	6	160	960
Roades Jameson	1	150	150
Ruby	1	35	35

Lighters docking at the State Wharves of San Francisco during the two fiscal years from July 30, 1910, to June 30, 1912—Continued.

Name.	Arrivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
Sacramento	4	10	40
Sacramento Transportation Company	6	150	900
San Francisco Bridge Company	3	50	150
San Francisco Bridge Company No. 1	29	100	2,900
San Francisco Bridge Company No. 2	21	100	2,100
San Francisco Bridge Company No. 3	5	200	1,000
San Francisco Bridge Company No. 4	1	200	200
San Francisco Bridge Company No. 5	3	200	600
San Francisco Bridge Company No. 6	9	100	900
San Francisco Bridge Company No. 7	1	100	100
San Francisco Bridge Company No. 8	29	100	2,900
San Francisco Bridge Company No. 10	6	100	600
San Francisco Bridge Company No. 11	3	250	750
San Pablo No. 1	163	400	65,200
San Francisco Quarries No. 1	2	200	400
San Francisco Quarries No. 2	6	320	1,920
San Francisco Quarries No. 5	6	200	1,200
San Lorenzo	1	69	69
Sharke	13	45	585
Schultz No. 1	3	100	300
Schultz No. 2	1	100	100
Shultz & Shultz	5	200	1,000
Sherman	2	10	20
Sinbad	42	25	1,050
S. M. & T. Co. No. 1	3	165	495
S. M. & T. Co. No. 2	1	165	165
S. P. Y. & W. Co.	10	175	1,750
Sonoma	127	100	12,700
State Dredger No. 3	18	508	9,144
Swan (dredger)	4	50	200
Standard American Dredger Company	2	750	1,500
Taylor & Co.	1	50	50
Thomas B. Co.	2	100	200
Thompson Bridge Company	4	50	200
Thoroughfare	3	250	750
Tuna	22	75	1,650
Twilight	2	10	20
Trilby	1	7	7
Union Oil No. 1	3	50	150
Union Oil No. 3	100	85	8,500
Union Oil No. 9	124	160	19,840
Union Oil No. 42	87	115	10,005
United Light	1	10	10
Union Iron Works	7	50	350
United Engineers	2	50	100
Warren No. 1	6	200	1,200
Warren No. 2	2	150	300
W. S.	7	50	350
Wonder No. 1	7	30	210
Wonder No. 2	2	100	200
Yerba Buena	39	25	975
Totals	6,047	24,284	696,078

Miscellaneous Lighters.

C No. 3	8	150	1,200
D. & H.	4	100	400
E.	2	100	200
E. No. 5	3	200	600
F. C.	1	150	150
F. No. 6	3	200	600
G. T.	11	200	2,200
J.	1	80	80

Lighters docking at the State Wharves of San Francisco during the two fiscal years from July 30, 1910, to June 30, 1912—Continued.

Name.	Arrivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
J. L. -----	1	5	5
S. K. E. -----	1	100	100
T. C. -----	2	250	500
No name -----	10	50	500
No name -----	3	200	600
No name -----	3	100	300
No name -----	3	20	60
No. 1 -----	12	80	960
No. 1 -----	3	150	450
No. 2 -----	5	120	600
No. 2 -----	2	40	80
No. 2 -----	3	80	240
No. 2 -----	4	100	400
No. 2 -----	2	25	50
No. 3 -----	15	80	1,200
No. 4 -----	1	100	100
No. 4 -----	16	30	480
Totals -----	119	2,710	12,055

Launches docking at the State Wharves of San Francisco during the two first years from July 1, 1910, to June 30, 1912.

Name.	Arrivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
Anna H. -----	23	5	115
Anomne -----	1	8	8
Antler -----	34	5	170
Asia -----	1	15	15
Brother Jonathan -----	18	6	108
Caddie -----	1	4	4
California -----	4	30	120
Century -----	19	9	171
Colon -----	1	5	5
Commodore -----	2	6	12
Continental -----	87	9	783
Crowley No. 1 -----	31	7	217
Crowley No. 2 -----	18	7	126
Crowley No. 3 -----	11	7	77
Crowley No. 4 -----	16	7	112
Crowley No. 5 -----	21	10	210
Crowley No. 6 -----	25	10	250
Crowley No. 7 -----	26	7	182
Crowley No. 8 -----	16	6	96
Crowley No. 9 -----	23	5	115
Crowley No. 11 -----	25	5	125
Crowley No. 14 -----	28	10	280
Crowley No. 15 -----	25	10	250
Crowley No. 16 -----	17	19	323
Dion -----	7	5	35
Dow No. 1 -----	14	15	210
Dolphin No. 1 -----	38	6	228
Dott -----	1	8	8
Dixie -----	2	19	38
Eagle -----	14	17	238
Earl K. -----	4	5	20
Edison -----	1	5	5
Edna O. -----	1	7	7
Envy -----	2	7	14
Estelle -----	2	4	8

Launches docking at the State Wharves of San Francisco during the two first years from July 1, 1910, to June 30, 1912—Continued.

Name.	Arrivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
Georgia	1	5	5
Glen Cove	9	10	90
Golden Eagle	1	10	10
Grace	5	3	15
Guide	23	9	207
Gussie M.	13	10	130
Halford	1	5	5
Harriet Norton	5	7	35
Hazel	1	10	10
Hawkeye	1	10	10
Helene	18	6	108
Hercules	1	5	5
Independent	3	10	30
Ione	9	5	45
Jem Wilder No. 1	20	6	120
Jem Wilder No. 2	14	17	238
Jewel	3	55	165
John A. Britton	3	6	18
John A.	22	5	110
Jupiter (dredger)	1	400	400
Katherine	8	5	40
Kate	1	19	19
Lagonia	9	5	45
Layson	54	8	432
Lenor	2	5	10
Linda	1	9	9
Lively	31	8	248
Lizzie E.	1	5	5
Manoivi	2	32	64
Manila	40	10	400
Marie L.	23	5	115
Marine	1	8	8
Marshal	1	12	12
Mason No. 1	70	5	350
McKinley	14	7	98
Marion	6	19	114
Millie	5	6	30
M. Lang	7	5	35
Moonlight	1	5	5
Mission	2	8	16
Monk	20	5	100
Mount Eden	194	10	1,940
Myrtle	13	11	143
Nada Guinta	4	10	40
National	25	5	125
Napa	1	7	7
Neptune	4	5	20
Nevada	17	6	102
Neva	1	5	5
Oakland	1	10	10
Paladin	1	5	5
Panama	1	14	14
Paul Martin	1	15	15
Peterson No. 1	28	5	140
Peterson No. 2	11	10	110
Phoenix	15	14	210
Picket	2	10	20
Premier	135	10	1,350
Port Costa	18	15	270
Princess	1	10	10
Prowler	1	5	5
Rob Roy	20	5	100
Risdon	32	10	320
Rudolph M.	3	15	45
Rustler	7	15	105

Launches docking at the State Wharves of San Francisco during the two first years from July 1, 1910, to June 30, 1912—Continued.

Name.	Arrivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
Rudolph No. 2	7	19	133
Ryer Island	1	10	10
Sannak	3	30	90
Sentinel	22	5	110
Skinner	7	19	133
Sinaloa	3	19	57
Sibyl	15	5	75
Snug	24	5	120
Solferino	10	13	130
Speedwell	1	5	5
Standard	1	5	5
Sunbeam	1	5	5
Sunlight	27	10	270
Swan	3	4	12
Tillie W.	18	10	180
Tom Thompson	5	8	40
Tourist	1	5	5
Twilight	48	10	480
U. P. Salt Co.	1	50	50
Union	8	1	8
Uncle Sam	18	7	126
United	19	15	285
Virginia	12	5	60
Vixen	1	5	5
Wanderlust	1	7	7
Wink	7	15	105
Totals	1,812	1,614	16,213

**Tons of freight discharged and loaded over the State Wharves during the
eighteen years from 1894 to 1912.**

Year.	Tons.
1894-95	3,729,367
1895-96	3,848,461
1896-97	3,657,219
1897-98	3,894,362
1898-99	4,154,453
1899-1900	4,646,157
1900-01	5,048,831
1901-02	4,890,679
1902-03	5,203,485
1903-04	5,528,048
1904-05	5,292,113
1905-06	5,748,992
1906-07	6,802,793
1907-08	6,468,527
1908-09	6,325,078
1909-10	6,866,148
1910-11	6,629,122
1911-12	6,793,726
Total	95,532,561

**Ocean steamers docking at the State Wharves of San Francisco during the two fiscal
years from July 1, 1910, to June 30, 1912.**

Over 8,000 tons	3
From 7,000 to 8,000 tons	4
From 6,000 to 7,000 tons	0
From 5,000 to 6,000 tons	10
From 4,000 to 5,000 tons	13
From 3,000 to 4,000 tons	89
From 2,000 to 3,000 tons	49
From 1,000 to 2,000 tons	45
From 500 to 1,000 tons	39
Under 500 tons	127
Total	379

NOTE.—The largest steamer docked at the State Wharves was the German steamer Cleveland of 10,300 net tons. The largest sailing vessel was the German 5-masted bark R. C. Rickmers, 4,696 net tons.

Recapitulation of vessels docking at the State Wharves at San Francisco
(Barges and lighters)

Class.	American.		British		French.		German.		Japanese.	
	Number.	Net tonnage.	Number.	Net tonnage.	Number.	Net tonnage.	Number.	Net tonnage.	Number.	Net tonnage.
Ocean steamers	249	296,786	83	262,460	4	12,849	18	74,221	5	28,651
Bay and river steamers -----	72	16,708	-----	-----	-----	-----	-----	-----	-----	-----
Ships -----	30	59,797	23	51,011	9	19,837	5	15,368	-----	-----
Barks -----	31	39,152	8	16,396	25	48,273	-----	-----	-----	-----
Barkentines ----	31	25,312	1	2,070	1	1,926	-----	-----	-----	-----
Brig -----	1	328	-----	-----	-----	-----	-----	-----	-----	-----
Schooners -----	273	60,889	-----	-----	1	182	-----	-----	-----	-----
Sloops -----	7	67	-----	-----	-----	-----	-----	-----	-----	-----
U. S. Government vessels*	27	8,022	-----	-----	-----	-----	-----	-----	-----	-----
Tugs -----	76	4,330	1	159	-----	-----	-----	-----	-----	-----
Lighters -----	227	26,994	-----	-----	-----	-----	-----	-----	-----	-----
Launches -----	126	1,614	-----	-----	-----	-----	-----	-----	-----	-----
Barges -----	115	58,119	-----	-----	-----	-----	-----	-----	-----	-----
Totals-----	1,265	598,118	116	332,096	40	83,067	23	89,589	5	28,651

*Government vessels docked at Folsom-street Wharf No. 1 up to October, 1911, are not included.

during the two fiscal years from July 1, 1910 to June 30, 1912.

are not included.)

Norwegian.		Danish.		Mexican.		Chinese.		Total.		Times arrived.	Product of arrivals multiplied by net tonnage.
Number.	Net tonnage.	Number.	Net tonnage.	Number.	Net tonnage.	Number.	Net tonnage.	Number.	Net tonnage.		
18	53,464	1	4,091	1	2,330	---	---	379	734,852	19,567	17,288,848
								72	16,708	27,064	7,749,401
2	5,092	---	---	---	---	---	---	69	151,105	247	521,613
								64	103,821	278	440,534
								33	29,308	197	180,312
								1	328	2	656
						1	25	275	61,096	10,701	1,137,804
								7	67	216	3,586
								27	8,022	366	92,607
								77	4,489	2,975	171,165
								227	26,924	6,166	708,133
								126	1,614	1,812	16,213
								115	58,119	3,199	1,432,823
20	53,556	1	4,091	1	2,330	1	25	1,472	1,196,523	72,790	29,743,695

PRINCIPAL OCEAN STEAMSHIP LINES USING THE STATE WHARVES AT SAN FRANCISCO.

I. Foreign-Going (Hawaii Included).

Pacific Mail S. S. Co. Honolulu, Yokohama, Kobe, Nagasaki, Manila, Shanghai, Hong Kong.

S. S. Nile -----	3,156 tons	S. S. Manchuria -----	8,750 tons
S. S. China -----	3,186 tons	S. S. Mongolia -----	8,750 tons
S. S. Korea -----	5,651 tons	S. S. Siberia -----	5,655 tons
S. S. Persia -----	2,744 tons		

Mexican and Central American ports, and Ancon, Canal Zone.

S. S. Acapulco -----	1,759 tons	S. S. Newport -----	1,806 tons
S. S. Aztec -----	2,298 tons	S. S. Pennsylvania -----	2,567 tons
S. S. City of Panama -----	1,046 tons	S. S. Peru -----	2,539 tons
S. S. City of Para -----	1,504 tons	S. S. San Jose -----	1,538 tons
S. S. City of Sidney -----	1,965 tons	S. S. San Juan -----	1,496 tons
S. S. Seward -----	2,080 tons		

Toyo Kisen Kaisha. Yokohama, Kobe, Nagasaki, Shanghai, Hong Kong, Manila.

S. S. Chiyo Maru -----	7,250 tons	S. S. Tenyo Maru -----	7,265 tons
S. S. Nippon Maru -----	3,442 tons	S. S. Shinyo Maru -----	7,224 tons

Kosmos Line. Ports on the west coast of Mexico, Central and South America; London, Hamburg.

S. S. Alexandria -----	3,647 tons	S. S. Rameses -----	2,352 tons
S. S. Amasis -----	2,938 tons	S. S. Sais -----	4,091 tons
S. S. Ammon -----	2,944 tons	S. S. Sakkarah -----	3,928 tons
S. S. Anubis -----	3,089 tons	S. S. Salatis -----	4,453 tons
S. S. Assuan -----	3,081 tons	S. S. Serak -----	3,819 tons
S. S. Hermonthis -----	3,174 tons	S. S. Serapis -----	3,933 tons
S. S. Itauri -----	2,941 tons	S. S. Setos -----	4,492 tons
S. S. Memphis -----	2,519 tons	S. S. Sisak -----	3,845 tons
S. S. Mera -----	3,087 tons	S. S. Uarda -----	3,853 tons
S. S. Radames -----	3,119 tons	S. S. Acilia -----	3,646 tons
S. S. Nauplin -----	2,292 tons		

American-Hawaiian S. S. Co. Salina Cruz, Honolulu, Seattle.

S. S. Alaskan -----	5,621 tons	S. S. Mexican -----	5,598 tons
S. S. Arizonan -----	5,621 tons	S. S. Missourian -----	5,077 tons
S. S. Columbian -----	5,598 tons	S. S. Nebraskan -----	2,824 tons
S. S. Falcon -----	955 tons	S. S. Virginian -----	5,077 tons
S. S. Isthmian -----	3,463 tons	S. S. Nevadan -----	2,824 tons
S. S. Lyra -----	3,516 tons		

Oceanic S. S. Co. Honolulu, Tahiti, New Zealand.

S. S. Sierra -----	3,756 tons	S. S. Ventura -----	3,918 tons
S. S. Sonoma -----	3,911 tons		

Dollar S. S. Co. Chinese and Japanese ports.

S. S. Bessie Dollar -----	3,862 tons	S. S. M. S. Dollar -----	2,713 tons
S. S. Hazel Dollar -----	3,581 tons	S. S. Robert Dollar -----	4,079 tons

Matson Navigation Co. Honolulu, Hilo, Kahului, and other Hawaiian ports.

S. S. Enterprise -----	1,681 tons	S. S. Lurline -----	3,725 tons
S. S. Hilonian -----	1,819 tons	S. S. Wilhelmina -----	4,402 tons
S. S. Hyades -----	2,932 tons	S. S. Matsonia -----	
S. S. Honolulu -----	4,421 tons	S. S. Manoa -----	

California-Atlantic S. S. Co. Panama.

S. S. Pleiades -----	2,932 tons	S. S. Lewis Luckenbach -----	2,574 tons
S. S. Portland -----	1,587 tons	S. S. Mackinaw -----	2,005 tons

Maple Leaf Line. To Europe.

S. S. Frankmount -----	3,865 tons	S. S. Kentra -----	4,206 tons
S. S. Queen Amelie -----	3,476 tons	S. S. Santa Rosalia -----	3,488 tons
S. S. Bellgrano -----	3,047 tons		

East Asiatic S. S. Co. Copenhagen, etc.
 S. S. Arabien -----4,598 tons
 S. S. Indien -----4,091 tons

Harrison Line. European Line.

Crown of Arragon-----3,237 tons
 Crown of Castile-----3,326 tons
 Crown of Cordova-----2,239 tons
 Crown of Galicia-----4,252 tons
 Crown of Toledo -----5,500 tons
 Craftsman -----4,295 tons

Union S. S. Co. New Zealand.

S. S. Aorangi -----2,782 tons
 S. S. Maitai -----1,888 tons
 S. S. Manuka -----2,784 tons

Mexican Line, F. Jebsen Co.

S. S. Jason -----1,193 tons

S. S. Kina -----3,004 tons

Centurion -----3,554 tons
 Magician -----3,415 tons
 Workman -----3,981 tons
 Politician -----4,977 tons
 Senator -----3,060 tons
 Director -----3,396 tons

S. S. Moana -----2,414 tons
 S. S. Tahiti -----3,841 tons

Coastwise Steamers.

Union Lumber Co. Fort Bragg.

Arctic -----277 tons
 Brunswick -----349 tons
 National City -----220 tons

Hammond Lumber Co. Eureka, etc.

Geo. W. Fenwick-----1,193 tons
 Necanicum -----565 tons
 Ravalli -----777 tons

Hobbs, Wall & Co. Crescent City.

Del Norte -----279 tons
 Mandalay -----266 tons

Robert Dollar Co. Coast ports.

Grace Dollar -----New
 Melville Dollar -----921 tons

Pacific Coast S. S. Co. All ports, Alaska to San Diego, etc.

City of Puebla-----1,712 tons
 City of Topeka-----746 tons
 Congress -----New
 Coos Bay -----403 tons
 Curacao -----895 tons
 Governor -----2,401 tons
 Montara -----1,695 tons
 Delhi -----582 tons

Noyo -----229 tons
 Coquille River -----265 tons

E. H. Vance -----New
 General Hubbard -----1,396 tons

Navarro -----171 tons
 Westport -----154 tons

Stanley Dollar -----955 tons

President -----2,393 tons
 Queen -----1,672 tons
 Senator -----1,835 tons
 State of California-----1,260 tons
 Tampico -----1,451 tons
 Eureka -----1,399 tons
 Spokane -----1,289 tons
 Meteor -----1,565 tons

Alaska Pacific S. S. Co. Alaska, Los Angeles and ports.

Admiral Farragut -----1,336 tons
 Admiral Sampson -----1,432 tons
 Buckman -----1,259 tons

Edith -----1,237 tons
 Yukon -----688 tons

North Pacific S. S. Co. All ports, Portland and Los Angeles.

Eureka -----312 tons
 F. A. Kilburn-----458 tons
 Geo. W. Elder-----1,224 tons
 Roanoke -----1,654 tons

Santa Clara -----1,208 tons
 Yucatan -----2,317 tons
 Newport -----149 tons

Pollard S. S. Co. Pacific Coast ports.

Centralia -----324 tons
 Coronado -----381 tons

Rainier -----519 tons
 Tallac -----1,103 tons

J. R. Hanify Co. Coast ports.

Santa Barbara -----527 tons
 Santa Monica -----318 tons

Scotia -----132 tons

Pacific Navigation Co. San Francisco and Los Angeles.

Harvard -----2,317 tons

Yale -----2,312 tons

F. Linderman. Eureka, etc.

Bee -----375 tons
 Cricket -----New
 Hornet -----402 tons

Gualala -----158 tons
 Wasp -----360 tons
 Aberdeen -----394 tons

Chas. Nelson Co. Puget Sound and California ports.

Chas. Nelson	397 tons	Falcon	955 tons
Lakme	404 tons	North Fork	244 tons
Nome City	597 tons	Riverside	955 tons

E. K. Wood Lumber Co. Puget Sound and California ports.

Olympia	454 tons	Siskiyou	New
San Jacinto	352 tons	Tamalpais	422 tons
Shasta	517 tons		

Geo. S. Beadle (Inc.). Coast ports.

Graywood	607 tons	Mayfair	420 tons
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Hicks-Hauptman Co. Coast ports.

Francis H. Leggett	975 tons	J. B. Stetson	521 tons
Nehalem	367 tons	Temple E. Dorr	453 tons

C. R. McCormick Co. Portland, San Francisco, etc.

Klamath	662 tons	Shoshone	341 tons
Multnomah	New	Yosemite	525 tons
Merced	New	Willamette	555 tons

Hart-Wood Lumber Co. Coast ports.

Avalon	512 tons	Quinalt	426 tons
Claremont	418 tons	Saginaw	498 tons

S. S. Freeman Co.. Coast ports.

Daisy	379 tons	Daisy Gadsby	478 tons
Daisy Freeman	436 tons	Daisy Mitchell	395 tons

C. H. Higgins Co. Fort Bragg, San Pedro.

Coaster	353 tons	Sea Foam	205 tons
Fort Bragg	445 tons	O. M. Clark	New
Jas. S. Higgins	249 tons		

Loop Lumber Co. Oregon and California ports.

F. S. Loop	445 tons	Wm. Chatham	New
Johan Poulsen	423 tons		

Independent S. S. Line. San Francisco and Los Angeles.

Hanalei	502 tons
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Olsen & Mahony. Pacific Coast ports.

Jim Butler	343 tons	Thomas L. Wand	413 tons
Olsen & Mahony	779 tons	Westerner	369 tons
California	New		

Swayne & Hoyt. Oregon and California ports.

Casco	298 tons	Navajo	1,711 tons
Pomo	235 tons	Paraiso	New
Camino	2,086 tons	Marshfield	294 tons

A. F. Estabrook Co. Oregon ports.

Bandon	350 tons	Speedwell	574 tons
Fifield	440 tons		

Wilson Bros. Co. Coast ports.

Columbia	1,188 tons	Svea	370 tons
G. C. Lindauer	287 tons		

Sudden & Christenson. Washington and California ports.

Carmel	401 tons	John A. Hooper	New
Chehalis	421 tons	Norwood	482 tons
Grays Harbor	374 tons	Raymond	350 tons
Brooklyn	216 tons	Willapa	433 tons

E. J. Dodge Co. Oregon and Alaska ports.

Northland	560 tons	San Ramon	New
Rochelle	472 tons	South Bay	279 tons
St. Helena	779 tons	Phoenix	160 tons
Vanguard	228 tons		

Caspar Lumber Co. Caspar and San Francisco, etc.

Caspar	362 tons	Samoa	237 tons
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J. O. & J. E. Davenport. Washington, Oregon and California.

Fairhaven	437 tons	Davenport	525 tons
Tiverton	336 tons		

L. E. White Lumber Co. Mendocino ports.

Alcatraz -----	193 tons	Whitesboro -----	144 tons
Helen P. Drew -----	178 tons		

E. & E. T. Kruse. Oregon and California ports.

Doris -----	425 tons	Helene -----	307 tons
Elizabeth -----	284 tons		

Bowes & Andrews. Puget Sound ports.

Hoquiam -----	440 tons	Tahoe -----	419 tons
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W. G. Tibbitts. Pacific Coast ports.

Bowdoin -----	448 tons	Wellesley -----	430 tons
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W. S. Scammel & Co. Coast ports.

Aroline -----	New	Yellowstone -----	456 tons
Homer -----	331 tons	Leelanaw -----	1,377 tons
Washington -----	367 tons		

San Francisco and Portland S. S. Co. Portland and Los Angeles.

Bear -----	2,779 tons	Kansas City -----	2,163 tons
Beaver -----	2,779 tons	Rose City -----	2,154 tons

C. A. Smith Lumber Co. Coos Bay and San Francisco.

Adeline J. Smith -----	New	Redondo -----	462 tons
Nann Smith -----	1,192 tons		

S. E. Slade Lumber Co. Coast ports.

Fair Oaks -----	533 tons	Newburg -----	333 tons
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A. W. Beadle & Co.

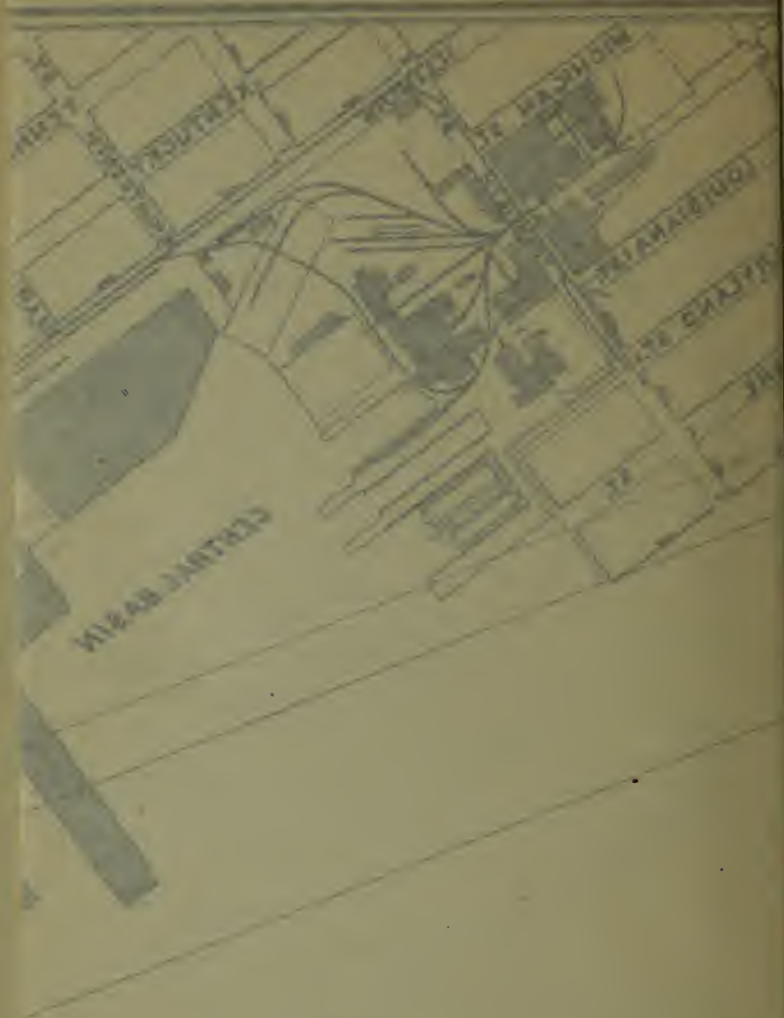
Acme -----	269 tons	Point Arena -----	171 tons
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Pacific Lumber Co. Eureka.

Despatch -----	539 tons	Wm. H. Murphy -----	673 tons
Prentiss -----	267 tons		

Steamers of Miscellaneous Ownership Operating Out of San Francisco.

Aurelia -----	233 tons	South Coast -----	225 tons
San Pedro -----	359 tons	Pasadena -----	235 tons
Shna Yak -----	452 tons	Albion -----	140 tons
Iaqua -----	462 tons	Hardy -----	289 tons
A. M. Simpson -----	465 tons	Henry T. Scott -----	New
Excelsior -----	261 tons	Katherine -----	292 tons
Arcata -----	415 tons	Windber -----	1,820 tons
Rival -----	206 tons		



BAY

